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

**Dispute Reference: TTP545**

1. **DETAILS OF PARTIES**
   1. The names and addresses of the parties to the reference are as follows:-
      1. 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. Third parties that may be affected by the Panel finding in any of the ways sought and determined under Section 8 are as follows:
     1. East Coast Trains
     2. First Capital Connect
     3. First Hull Trains

1. **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 D5.1.2 of the Network Cod*e* and Section 3.5.4 of the 2013 Timetable Planning Rules

2.2 The contractual provisions which entitle Network Rail to facilitate the revised Restrictions of Use (RoU) in Week 6 between Woolmer Green to Hitchin South 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.

1. **CONTENTS OF REFERENCE**

3.1 This Response to the Claimant’s Sole References includes:-

* + 1. The subject matter of the dispute in Section 4;
    2. A summary of the issues in dispute in Section 5;
    3. A detailed explanation of those issues in dispute prepared by the claimant in Section 6;
    4. In Section 7, the decision sought from the Panel; and
    5. Appendices and other supporting material.

1. **SUBJECT MATTER OF DISPUTE**
   1. The matter in dispute is Network Rail’s decision to make amendments to a RoU affecting the route between Bowes Park and Langley Jn published in the London North Eastern (LNE) Confirmed Period Possession Plan (CPPP) for Week 6 item 32 (Possession reference P2012/1657683 between Bowes Park and Langley Jn.

**Saturday 4th to Monday 6th May**

**PPS Ref:**P2012/1657683

**At/Between:** Bowes Park to Langley Jn  
**Lines:** Hertford Branch - All Lines (Possession)  
**Times:** 2200 Sat to 0400 Tue

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Slow (Possession)  
**Times:** 2200 Sat to 0400 Tue

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0120 Sun to 0600 Sun

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (T.1A.4 – TBW in place)  
**Times:** 0600 Sun to 0100 Mon

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0100 Mon to 0700 Mon

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0100 Tue to 0400 Tue

* 1. The originally published RoU did not affect Grand Central as none of its service are planned to operate over the route between Bowes Parks and Langley Jn. Our planned change does result in additional RoUs on the route between Woolmer Green and Hitchin South Jn that will place constraints on all operators which use this route.
  2. The dispute arises due to the late changes of our access proposals which has meant it has not been reasonably practical to comply with the timing requirements of Network Code Section D3.4. Network Rail considers that the procedure set out in Network Code Section D3.5 is appropriate to this case given that work was unable to be completed at Christmas 2012 and the Hertford North Integration Facility (HNIF) project needs to be completed by May 2013 in order for the nationally important testing facility for the European Rail Traffic Management System (ERTMS) to be available when required. More detail can be found in section 6.13.
  3. Grand Central also disputes Network Rail’s allocation of the available capacity. Network Rail makes reference to how it has applied the Decision Criteria in terms of its allocation of capacity in section 6 of this response.

1. **SUMMARY OF DISPUTE**
   1. Network Rail progressed the consultation for its Engineering Access Statement (EAS) 2013 in accordance with Network Code Condition D2.
   2. Section 4 of the 2013 EAS Version 1 included RoUs applicable to Period D of the 2013 timetable year affecting the routes between Bowes Park and Gordon Hill and between Gordon Hill and Langley Jn. Grand Central does not normally operate trains over these routes and consequently indicated it’s agreement to these proposals.
   3. On the 2nd October 2012 Network Rail published the LNE Route Draft Period Possession Plan (DPPP) for weeks 5 to 8. This included proposals for Week 6 with an additional RoU (item 32, possession reference P2012/1657683) affecting the route between Bowes Park and Langley Jn on the Hertford Branch for 02:00 Sunday 5th until 02:00 Monday 6th May 2013. Since there was no impact of these additional RoUs these were agreed by Grand Central. These items were subsequently published as item 32 in the LNE CPPP for week 6 on the 2nd November 2012.
   4. On the 30th November 2012 Network Rail submitted its proposals for an amendment to item 32 of the LNE CPPP for Week 6 to provide additional access required in connection with the HNIF project. Annex A is Network Rail’s proposal for week 6 and Annex B are the operators responses to this request. The proposed RoU increased the duration of the original RoU and imposed additional RoU on the East Coast Main Line (ECML) route between Woolmer Green and Hitchin South Jn. The additional RoU affects access to the Up and Down Slow Lines from 02:00 Saturday 4th until 09:00 Monday 6th May 2013 and also includes a significant operational constraint on the use of the Up and Down Fast Lines due to the requirement for Temporary Block Working (TBW) from 06:00 Saturday 4th until 01:00 Sunday 5th May 2013. During the period of TBW Network Rail indicated there would be capacity for 3 trains per hour in each direction. At this stage Network Rail made no reference to the allocation of capacity.
   5. HNIF was originally planned to be commissioned at Christmas 2012 in an all line block (including the Slow Lines on the ECML at Langley) with a 54 hour possession. Additional switches and crossings that were to be installed at Bragbury, Molewood and Hertford North originally planned for Weeks 25 – 30 were disrupted due to the DBS \ ASLEF dispute and effectively meant only Bragbury and half of Hertford were physically installed. The remaining switches and crossings were not able to be installed in the original access and hence the Christmas commissioning became impossible as the preparatory works were not completed.
   6. A significant track circuit stage changeover was planned for Christmas 2012 which was a key precursor to the commissioning possession. This was re-planned for Week 4 as this aligned best with a number of other significant infrastructure projects being undertaken on ECML south. The remaining S&C units will be installed in weeks 10 – 12 completing the infrastructure works associated with the HNIF project. Only week 6 of the re-planned works of the HNIF project affects the ECML with all other access impacting on the Hertford Loop only. The works for week 6 include the interlocking changeover at Langley \ Gordon Hill which includes works to change the interlocking, commissioning, testing and Recontrol this back to the visual display unit at King’s Cross.
   7. CrossCountry on behalf of Grand Central formally declined Network Rail’s proposals to amend Week 6 CPPP item 32 (P2012/1657683). The proposed amendments were declined on the grounds that Grand Central considered the timetable changes required in connection with our proposal would not comply with the timescales laid down in the Network Code Condition D3.4. Given the circumstance surrounding the HNIF re-plan and the time critical nature of the HNIF project to provide the ERTMS test track to support key rail projects, Network Rail felt it was appropriate that Network Code Condition D3.5 was appropriate to propose out the amendments to Week 6.
   8. On the 21st December 2012 Network Rail published its decision to implement changes to week 6 possession P2012/1657683 including the additional RoUs on the ECML. Annex C is Network Rail’s Decision for Week 6. Network Rail revised the proposal dates and times of the possession to be 22:00 Saturday 4th to 04:00 Tuesday 7th May 2013. Our justification for the dating of these revised changes was that the most disruptive ECML RoU would be on Sunday 5th May 2013. Historically and based on feedback from train operators the Sunday of Bank Holiday weekends are less busy in terms of passenger footfall than Sundays without an associated Bank Holiday. Passengers tend to travel long distances before or after the Sunday of a Bank Holiday weekend. Network Rail believes that Grand Central along with Hull Trains and East Coast will have fewer passengers than usual for the Easter Sunday.  If the works were to be re-planned for an alternative Sunday without a Bank Holiday this would impact a greater number of passengers.
   9. On the 27th December 2012 CrossCountry registered a formal appeal on behalf of Grand Central on Network Rail’s decision to implement amendments to Week 6 CPPP item 32 (possession reference P2012/1657683).
2. **EXPLANATION FROM THE DEFENDANT’S PERSPECTIVE OF EACH ISSUE IN DISPUTE** 
   1. Grand Central considers that Network Rail’s decision to change the RoU in Week 6 is made out of process. Network Rail considers that whilst the proposals for Week 6 do not comply with the timing requirements of Section D3.4, the proposals are covered by the procedures set out in Section D3.5. As already discussed in Section 4.3 and also in 6.13, Network Rail consider Section D3.5 is applicable given the changes to the HNIF project and the time critical nature of the works to provide a test track for ERTMS for several major UK rail projects.
   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 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 6.
   3. Grand Central will still be able to operate services to \ from Peterborough, although with an interchange for services to \ from London. While the interchange may impact on a small number of passengers, passenger surveys (Rail passengers’ experiences and priorities during engineering works, Passenger Focus, 2012) have demonstrated that the majority of passengers would still make the journey by train. Network Rail has taken this into account in determining its access footprint and allocation of capacity.
   4. Network Rail considers that customers from stations only served by direct Grand Central services to London will still have a reasonable range of options for travel for Sunday 5th May with interchanging between services. More passengers would be affected if Network Rail were to allocate capacity to Grand Central.
   5. The planned TBW between Woolmer Green and Hitchin South Jn on Sunday 5th May means capacity will be 3 trains per hour in each direction. Network Rail considers this is sufficient capacity for a Sunday of a Bank Holiday where historically passenger numbers are lower . For various reasons outlined in section 6.13 it is not possible to defer the work until the Christmas 2013 shutdown period.
   6. Network Rail believes it has considered the impact on Grand Central in being able to “supply customers on competitive terms” by investigating other options to do the works and doing the works on the Sunday of a Bank Holiday when less passengers are travelling. Inter-ticketing arrangements have been made which will see East Coast carry Grand Central’s passengers to \ from London to Peterborough so Grand Central’s passengers have fast connections to \ from London.
   7. Network Rail therefore considers that it has fulfilled its obligation as set out within Section 1.0 of the Introduction to the Engineering Access Statement 2013, with the “aim of achieving the optimal balance between access to the network for train operations and access for maintenance, renewal and enhancement work”.
   8. Network Rail has given greatest weight based on demand and passenger numbers in its application of the Decision Criteria in allocating the available capacity between services and market demand
   9. Network Rail in justifying its capacity allocation does refer to the West Coast Main Line (WCML) being blocked and the need to use rail replacement services on the WCML as part of our justification to allocate two of the available paths on the ECML to serve services to \ from Scotland. Network Rail believes taking this additional access on the ECML at the same time as is the WCML is blocked is justified. There are fewer passengers travelling on the Sunday of a Bank Holiday weekends and long distance operators prefer such disruptive works planned for these weekends.
   10. Network Rail’s decision to allocate the remaining path to local stopping services is on the basis of the operators’ ability to operate 12 car formations and passenger demand, although other parts of the Decision Criteria have been considered.
   11. Network Rail notes that Grand Central could operate 10 car rather than 5 car trains and so provide extra passenger capacity.  Unfortunately the other intercity operator and the London and South East operator have higher passenger loadings for their trains.
   12. With the RoU and Network Rail’s allocation of capacity there is no access for Grand Central to operate services between Peterborough and London. As discussed in 6.6 East Coast will carry Grand Central’s passengers to \ from London to Peterborough to minimise the effects of the RoU.
   13. Network Rail considers that it 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 the Decision Criteria for Week 6 2013 is:
       1. maintaining, developing and improving the capability of the Network;

Network Rail welcomes 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.

The HNIF project is a critical enabler to the deployment of European Train Control System (ETCS) on the national rail network and the ERTMS programme requires HNIF to be operational in May 2013 when the Network Change takes affect with Network Rail having access to a test train. This will be the commencement of Phase 2 of the national programme with testing and suppliers which is critical to the development of GRIP 3 for Western route and LNE, both of which run in parallel to Phase 2 testing. Phase 2 will also enable the selection of suppliers to Western and East Coast which are also due to be appointed early Summer 2014.

Once the National ERTMS Programme has completed Phase 2 HNIF will be made available to Thameslink to commence their system testing in November 2014 and also Intercity Express Programme (IEP) and Crossrail to conduct system testing in 2016. The week 6 works are critical for the delivery of HNIF and not being able to operate test trains in June 2013 will have a major impact on some of the biggest projects on the UK rail network.

The works were re-planned for Week 6 as this aligned best with a number of other significant infrastructure projects being undertaken on ECML south. The project team also investigated whether the works could be broken down into anything smaller than is currently proposed and this has not been possible. If the works were to be moved from week 6 Network Rail would need the next available possession to match exactly in terms of its access footprint what is proposed for week 6 and subsequently the difficulty becomes the issue of the availability of resources. In week 6 our signalling contractor Signalling Solutions Limited have the available testing resource, post week 6 they have other works which reduce the available testing pool and this would mean a National re-plan that would put other schemes at risk. Notwithstanding the implications of not having a test track available in May 2013, Christmas 2013 is already so oversubscribed to the point that fitting the HNIF commissioning works is unachievable without the loss of other core Project commissioning. The works need to take place as proposed in week 6.

Network Rail has already broken down the final commissioning into smaller packages of work with the track circuit stage and permanent way elements taken out.  This leaves for week 6 the interlocking changeover at Langley \ Gordon Hill which includes works to change the interlocking, commissioning, testing and Recontrol this back to the visual display unit at King’s Cross.  All this works need to be done as one and can not be broken down further.   The project has asked for the minimum time required to undertake this work.

* + 1. that the spread of services reflects demand;

Network Rail in our allocation of the available capacity of 3tph, 1tph for First Capital Connect passengers from Peterborough and associated intermediate station calls represent the highest demand in terms of local passengers connecting into the ECML. This justifies the allocation of 1tph to First Capital Connect. Passengers from Kings Lynn and Cambridge have the option to use the West Anglia Mainline to \ from Cambridge into London (Liverpool Street).

With the West Coast Mainline (WCML) blocked with rail replacement services on the Sunday of week 6, and to avoid no route being open to/from Scotland, East Coast were allocated the remaining 2tph to transfer as many passengers down the ECML 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 has passenger data for all the operators which was requested for our Week 1 2013 Finsbury Park to Alexandra Palace proposal. Network Rail believes this data is also relevant to Week 6. This data has assisted in our application of the Decision Criteria for week 6.

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

Network Rail notes the contention of the effect that the proposed RoUs will have on Grand Central’s commercial viability, however, the allocation of capacity has been based on the overall interests of the railway. Grand Central can still operate to/ from Peterborough with connections to/from London. The proposed HNIF works are also an essential part of the ERTMS test programme and for major projects that will use this facility.

* + 1. maintaining and improving train service performance;

Network Rail believes this criterion is relevant, our operations colleagues consider that 3tph 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.

* + 1. that journey times are as short as reasonably possible;

Journey times south of Peterborough are as fast 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 whilst also providing the capacity to / from Scotland as well as 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 that passengers heading towards London will have an average time between Grand Central and East Coast Trains at Peterborough is 11 minutes and 15 minutes northbound.

* + 1. 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 would like to highlight that these stations will still have train services to / from London with an interchange. This has been done in the best interests of the railway and is not designed to discriminate against Grand Central or bias towards franchised operators.

The proposed works are scheduled to take place when there is also a RoU on the WCML. With the works having to be re-planned from Christmas, the need to impact passengers in the least disruptive way, to maintain an integrated system of transport for Anglo-Scottish services and the time critical and national importance of the HNIF project, week 6 was considered the most appropriate weekend for this project to be re-planned.

* + 1. 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;

Network Rail notes there is demand for direct services between Sunderland \ Bradford to London King’s Cross. However this demand is not as great as demand for the other intercity operator and the London and South East operator. Unfortunately for this reason Grand Central has not been allocated any of the available capacity between Peterborough and London. As previously mentioned in section 6.6 Network Rail has investigated other ways to do the works and we have negotiated on Grand Central’s behalf that East Coast carries Grand Central’s passengers between Peterborough and London.

The week 6 works are critical for the delivery of HNIF and not being able to operate test trains in June 2013 will have a major impact on some of the biggest projects on the UK rail network including works on the ECML, Great Western, IEP, Thameslink and Crossrail. Network Rail’s initial estimate of the commercial impact if these works are delayed could be up to £10 million due to the knock on impact to the wider ETCS roll out programme.

* + 1. Seeking consistency with any relevant Route Utilisation Strategy;

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

* + 1. 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.

* + 1. mitigating the effect on the environment;

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

* + 1. enabling operators of trains to utilise their assets efficiently; and

Network Rail agrees the proposed RoUs prevent Grand Central 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.

* + 1. 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.

1. **DECISION SOUGHT FROM THE PANEL**
   1. Network Rail seeks the following outcomes from the Panel’s Determination:
      1. that Network Rail has correctly applied Network Code Condition D3.5 to plan and re-propose the week 6 HNIF works and has appropriately allocated the available capacity.
      2. the proposed Restrictions of Use on the ECML in week 6 are not removed.
      3. There are no other remedies or issues to be determined.
2. **APPENDICES AND ANNEXES**

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

1. 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
2. *[the relevant extracts of]* ***any other Documents referred to in the reference”****.* [**Rule H21(b) (I)**]

*Annex “A” Request email week 6*

*Annex “B” Operator responses to week 6 request*

*Annex “C” Decision email for week 6*

1. **SIGNATURES**

### 

### **Annex ‘A’ – Request email week 6 – sent 30/11/12**

**From:** Bates Philip   
**Sent:** 30 November 2012 16:38  
**To:** [redacted]  
**Cc:** Hardy Ross; Ratcliffe Andrew; Sleet Mark; Lewis Andy; Rice Matthew; Dunkin Kieran; Walker Stephen (NDS); LNE-MC Engineering Access Planning  
**Subject:** REQUEST - WEEK 6 - AMENDMENT TO CPPP ITEM 32 - HNIF COMMISSIONING

All

Please see Network Rails request for disruptive access in relation to HNIF project commissioning in week 6

**REQUEST – WEEK 6 – AMENDMENT TO CPPP ITEM 32 – HNIF COMMISSIONING**

**Ref: D0624GN**

**LN120 WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD**

**LN101  KING'S CROSS TO SHAFTHOLME JN**

**Saturday 4th to Monday 6th May**

**PPS Ref:**P2012/1657680

**At/Between:** Bowes Park to Langley Jn  
**Lines:** Hertford Branch - All Lines (Possession)  
**Times:** 0200 Sat to 0800 Mon

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Slow (Possession)  
**Times:** 0200 Sat to 0800 Mon

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0200 Sat to 0600 Sat

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (T.1A.4 – TBW in place)  
**Times:** 0600 Sat to 0100 Sun

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0100 Sun to 0700 Sun

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0200 Mon to 0800 Mon

**TRAFFIC REMARKS**

RAIL REPLACEMENT ROAD SERVICE TO OPERATE FOR HERTFORD SERVICES

NO ACCESS TO LANGLEY LAFARGE

0200 SAT to 0600 SAT

ALL LINE BLOCK – TRAINS TO START/TERMINATE AT WELWYN GC & HITCHIN

RAIL REPLACEMENT ROAD SERVICE TO OPERATE

THROUGH FREIGHT SERVICE TO BE RETIMED OR DIVERT VIA ALTERNATE ROUTES (WCML/ANGLIA)

0600 SAT to 0100 SUN

TRAINS TO TRAVEL OVER THE DOWN & UP FAST UNDER TEMPORARY BLOCK WORKING BETWEEN HITCHIN SOUTH AND WOOLMER GREEN

CAPACITY = 3TPH (IN EACH DIRECTION)

0100 SUN to 0700 SUN

ALL LINE BLOCK – TRAINS TO START/TERMINATE AT WELWYN GC & HITCHIN

RAIL REPLACEMENT ROAD SERVICE TO OPERATE

THROUGH FREIGHT SERVICE TO BE RETIMED OR DIVERT VIA ANGLIA

0700 SUN to 0200 MON

TRAINS TO TRAVEL OVER THE FAST LINES BETWEEN HITCHIN SOUTH AND WOOLMER GREEN

0200 MON to 0800 MON

ALL LINE BLOCK – TRAINS TO START/TERMINATE AT WELWYN GC & HITCHIN

RAIL REPLACEMENT ROAD SERVICE TO OPERATE

THROUGH FREIGHT SERVICE TO BE RETIMED OR DIVERT VIA ANGLIA

**STRUCTURE FOR THE AMENDED TRAIN PLAN**

**Network Rail advises operators to prepare a revised bid:**

FCC Bid to cancel Hertford services & operate a Replacement Road Service in its place

DBS Bid to cancel Langley service 6O35

0200 Sat to 0600 Sat

FCC Bid to start/terminate services at Welwyn GC & Hitchin – Rail Replacement Road Service to operate

FLHH bid to retime 4L88 to pass (clear Woolmer Green) before 0200 Sat

GBRf – bid to retime 4O19 to pass (clear Woolmer Green) before 0200 Sat

DBS bid to retime 4E28 top pass through the TBW at 0600 Sat

Through freight services bid to divert via alternative routes (WCML/Anglia as appropriate)

0600 Sat to 0100 Sun

Trains to be timed over the Down & Up Fast under Temporary Block Working between Hitchin South & Woolmer Green

Capacity = 3 tph (in each direction)

0100 Sun to 0700 Sun

FCC Bid to start/terminate services at Welwyn GC & Hitchin – Rail Replacement Road Service to operate

Through freight services bid to retime or divert via alternative routes (WCML unavailable)

0700 Sun to 0200 Mon

Trains to be timed over the Down & Up Fast between Hitchin South & Woolmer Green

0200 Mon to 0800  Mon

FCC Bid to start/terminate services at Welwyn GC & Hitchin – Rail Replacement Road Service to operate

Through freight services bid to retime or divert via alternative routes (WCML unavailable)

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

Item 10 week 6 CPPP – P/1657573 (Stevenage PLTR) – will be cancelled on agreement of week 13

I look forward to receiving your formal response to the above proposal on or before Friday 14th 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 ‘B’ – Operator responses to week 6 request**

**From:** John Cherrington   
**Sent:** 11 December 2012 13:43  
**To:** [redacted]  
**Cc:** Hardy Ross; Ratcliffe Andrew; Sleet Mark; Lewis Andy; Rice Matthew; Dunkin Kieran; Walker Stephen (NDS); LNE-MC Engineering Access Planning  
**Subject:** RE: REQUEST - WEEK 6 - AMENDMENT TO CPPP ITEM 32 - HNIF COMMISSIONING

Phil,

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

Whilst GC understands the reasons why this work has had to be redated we are not convinced that it was not 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. The information provided below is insufficient for GC to be able to make an informed decision on the acceptability or otherwise of the access being requested in particular the work being delivered, the method of working being proposed and the dating of the work.

Regards

John

**John Cherrington**

Track Access & Possession Strategy Manager, XC Trains Limited.

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

Buy all your train tickets online at   
[www.crosscountrytrains.co.uk](about:blank) <  
<http://www.crosscountrytrains.co.uk/>>

**From:** Hoyer, Andrew   
**Sent:** 03 December 2012 14:24  
**To:** Bates Philip  
**Subject:** REQUEST - WEEK 6 - AMENDMENT TO CPPP ITEM 32 - HNIF COMMISSIONING

Phil

East Coast currently are unable to offer support for this request (D0624GN) as we are unsure what capacity would be allocated to East Coast, making it impossible to appreciate the full impact on Saturday’s Timetable. East Coast, therefore, request that the access footprint is revised.  We suggest that the disruptive access required on the Down/Up Fast lines is moved into either Saturday afternoon and/or Sunday and/or the number of train paths is increased.  We are happy to provide passenger loading figures to substantiate this request.

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, as F2A possession 1657623 isolates the South end of the Depot and therefore the normal OLE feed to the Depot.

We believe that the level of disruption on Saturday will not allow passengers to make acceptable travel plans and because of this, we request that Network Rail consider amending this possession when making a decision on this disruptive access.

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

cid:image001.jpg@01CAFE41.BAEFD690

**From:** EXTL: Mendham, Louise (First Group)   
**Sent:** 03 December 2012 17:39  
**To:** Bates Philip  
**Subject:** Re: REQUEST - WEEK 6 - AMENDMENT TO CPPP ITEM 32 - HNIF COMMISSIONING

FHT Declines this request if the following can not be adhered to:   
  
  
FHT request to run 10 car CL180  early morning from Hull Saturday Hull - KGX & Late afternoon Hull - KGX   
plus 10 Car CL180 late morning and late evening from KGX - Hull Saturday   
  
 Other services we will be in agreement to terminate short.   
  
  
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:** EXTL: Michael Kempster   
**Sent:** 14 December 2012 21:36  
**To:** Bates Philip  
**Cc:** [redacted]  
**Subject:** Re: REQUEST - WEEK 6 - AMENDMENT TO CPPP ITEM 32 - HNIF COMMISSIONING

Evening Phil,  
  
Following discussions at the LNE Version 1 meeting in Peterborough on Tuesday 11th December 2012 FCC believe that this late notice possession was going to be amended to a later start time on the Saturday. FCC await further communication regarding this.  
  
However, with regards to this request FCC is will to accept this possession with the following changes and confirmations:

* That Item 10 of the CPPP Week 6 P/1657573(Stevenage PLTR) is cancelled.
* Where the start and terminating point on the Hertford Loop is on the Saturday. FCC would like to run a service on Saturday as far north as possible. (either Gordon Hill or Cuffley).
* When the other possessions to support this commissioning will be proposed by Network Rail.
* Why the finish time on the Monday can not be changed to finish at 06:00 to allow a near normal service to operate on the Hertford Loop.
* FCC may also require a route through Hitchin Up Yard (using Goods Line authority) for Cambridge services starting back from Hitchin Platform 1. This is dependant on the capacity allocation to FCC.
* FCC requires detailed SRT information and any other allowances which are required to use the temporary block working.
* FCC require to see possession limits and isolation details for this possession.
* FCC also await Network Rail's decision regarding capacity allocation.

Kind Regards,  
  
Michael Kempster  
Informed Traveller Manager (Great Northern Routes)  
First Capital Connect  
  
  
First Capital Connect Limited  
Hertford House, 1 Cranwood Street, London EC1V 9QS  
  
Registered in England & Wales No. 05281077.  
Registered Office: 50 Eastbourne Terrace, London W2 6LG

### **Annex ‘C’ – Decision email for week 6**

**From:** Bates Philip   
**Sent:** 21 December 2012 15:55  
**To:** [redacted]  
**Cc:** Hardy Ross; Ratcliffe Andrew; Sleet Mark; Lewis Andy; Rice Matthew; Dunkin Kieran; Walker Stephen (NDS); LNE-MC Engineering Access Planning; Saben Jey; Rudd Ryan; Dwerryhouse John; Quilter Paul  
**Subject:** DECISION - WEEK 6 - AMENDMENT TO CPPP ITEM 32 - HNIF COMMISSIONING

All

Please see Network Rails decision to take disruptive access in relation to HNIF project commissioning in week 6

The decision differs from the proposal in that the disruption and capacity restriction of 3 trains per hour will take place on the Sunday as the Bank Holiday dictates that the lowest passenger numbers will be on the Sunday (rather than having this on the Saturday as per the request).

Please note that LNW have blocks between Preston/Crewe and Oxenholme/Carlisle/Glasgow (0700 Sat to 1235 Mon) requiring Rail Replacement Road Services for the WCML – as a result of this the capacity of 3 tph will be 2 x East Coast Anglo/Scots services, with the other path being allocated to an FCC 12 car Peterborough service

With regards to FCC Cambridge & Kings Lynn services I have checked the route into Liverpool Street from Kings Lynn & we are clear of any possessions – so this service has an uninterrupted route through to London

I will confirm the required box time in connection with the Temporary Block Working once I have confirmed with ops what will be necessary.

**DECISION – WEEK 6 – AMENDMENT TO CPPP ITEM 32 – HNIF COMMISSIONING**

**Ref: D0624GN**

**LN120 WOOD GREEN NORTH JN TO LANGLEY JN VIA HERTFORD**

**LN101  KING'S CROSS TO SHAFTHOLME JN**

**Saturday 4th to Monday 6th May**

**PPS Ref:**P2012/1657683

**At/Between:** Bowes Park to Langley Jn  
**Lines:** Hertford Branch - All Lines (Possession)  
**Times:** 2200 Sat to 0400 Tue

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Slow (Possession)  
**Times:** 2200 Sat to 0400 Tue

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0120 Sun to 0600 Sun

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (T.1A.4 – TBW in place)  
**Times:** 0600 Sun to 0100 Mon

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0100 Mon to 0700 Mon

**At/Between:** Woolmer Green to Hitchin South  
**Lines:** Down and Up Fast (Possession)  
**Times:** 0100 Tue to 0400 Tue

**TRAFFIC REMARKS**

RAIL REPLACEMENT ROAD SERVICE TO OPERATE FOR HERTFORD SERVICES

NO ACCESS TO LANGLEY LAFARGE

2200 SAT to 0120 SUN

TRAINS TO TRAVEL OVER THE FAST LINES BETWEEN HITCHIN SOUTH AND WOOLMER GREEN

0120 SUN to 0600 SUN

ALL LINE BLOCK – TRAINS TO START/TERMINATE AT WELWYN GC & HITCHIN

RAIL REPLACEMENT ROAD SERVICE TO OPERATE

THROUGH FREIGHT SERVICE TO BE RETIMED OR DIVERT VIA ALTERNATE ROUTES (WCML/ANGLIA)

0600 SUN to 0100 MON

TRAINS TO TRAVEL OVER THE DOWN & UP FAST UNDER TEMPORARY BLOCK WORKING BETWEEN HITCHIN SOUTH AND WOOLMER GREEN

EXTRA BOX TIME REQUIRED - TBC

CAPACITY = 3TPH (IN EACH DIRECTION)

CAPACITY ALLOCATION – 2EC & 1FCC

0100 MON to 0700 MON

ALL LINE BLOCK – TRAINS TO START/TERMINATE AT WELWYN GC & HITCHIN

RAIL REPLACEMENT ROAD SERVICE TO OPERATE

THROUGH FREIGHT SERVICE TO BE RETIMED OR DIVERT VIA ANGLIA

0700 MON to 0100 TUE

TRAINS TO TRAVEL OVER THE FAST LINES BETWEEN HITCHIN SOUTH AND WOOLMER GREEN

0100 TUE to 0400 TUE

ALL LINE BLOCK – TRAINS TO START/TERMINATE AT WELWYN GC & HITCHIN

RAIL REPLACEMENT ROAD SERVICE TO OPERATE

THROUGH FREIGHT SERVICE TO BE RETIMED OR DIVERT VIA ANGLIA

**STRUCTURE FOR THE AMENDED TRAIN PLAN**

**Network Rail advises operators to prepare a revised bid:**

FCC Bid to cancel Hertford services & operate a Replacement Road Service in its place

DBS Bid to cancel Langley service 6O35

2200 Sat to 0120 Sun

Trains to be timed over the Down & Up Fast between Hitchin South & Woolmer Green

0120 Sun to 0600 Sun

FCC Bid to start/terminate services at Welwyn GC & Hitchin – Rail Replacement Road Service to operate

Through freight services bid to retime or divert via alternative routes (WCML unavailable)

0600 Sun to 0100 Mon

Operators bid to run over the Fast Lines under Temporary Block Working – Extra box time required TBC

Capacity = 3tph

Capacity Allocation = 1 x FCC (Peterborough), 2 x EC (Anglo/Scots)

HT/GC & EC Leeds/Newcastles to terminate at Peterborough and connect into other services

FCC Cambridge services to terminate at both Hitchin & Welwyn GC and operate a Rail Replacement Road Service in between

0100 Mon to 0700 Mon

FCC Bid to start/terminate services at Welwyn GC & Hitchin – Rail Replacement Road Service to operate

Through freight services bid to retime or divert via alternative routes (WCML unavailable)

0700 Mon to 0100 Tue

Trains to be timed over the Down & Up Fast between Hitchin South & Woolmer Green

0100 Tue to 0400 Tue

FCC Bid to start/terminate services at Welwyn GC & Hitchin – Rail Replacement Road Service to operate

Through freight services bid to retime or divert via alternative routes (WCML unavailable)

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

Item 10 week 6 CPPP – P/1657573 (Stevenage PLTR) – will be cancelled

I thank you for your continued support and understanding with these changes

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*