NR - Response

1A91GS (SX) 07:38 Hull – London Kings Cross

The current December 2024 Timetable has nine trains in a flight over the space of 29 minutes, which increases to 10 trains (in 32 minutes) come December 2025 based on the bids received at D40 and how the timetable has evolved up to D37.

The 1A91 is towards the back end of this flight. Whilst the nine identified trains in December 2024 have varying punctuality outputs, the typical lateness (based on the median) seen across this timeframe in between 3 – 6 minutes against the Working Timetable between Hitchin and Belle Isle.

The December 2025 Performance Modelling exercise, which does not include 1A91, noted timetable OFFICIAL resilience will reduced given the modelled quantum and lower levels of T-3 performance can be expected. Given the structural changes proposed and the inclusion of the 1A91, which is over and above the agreed ECML ESG Base, a further worsening of performance can be expected – especially given the current operational delivery of the nine services shown which broadly occupy the same paths as December 2024

1A91 is in a flight of trains from Grantham which are running on minimum margins. Any delay to 1A91 will impact services south towards London Kings Cross and also onto EMR service in Anglia. 1A91 is also in the middle of a flight of trains in the Peterborough and removes the firebreak in the timetable. 1A91 is the final train in the flight over Welwyn Viaduct. 1A91 is highly at risk of picking up delay with no ability to recover approaching London Kings Cross.

Our findings

SX Welwyn flighting – 1A91 is at the *back of the flighting in the Up direction* over the Welwyn 2 track section. The firebreak would be 9 minutes between GC 1A60 and LNER 1A11 (09.54 and 10.03 respectively at Woolmer Green). Furthermore 1A11 makes a call at Stevenage. Running 1A91 reduces this to 6 minutes.

There is also a second firebreak after a run of 8 trains from 1A11 inclusive to 1E80 (passes Woolmer Green at 10.23½). This is from 10.23½ until 10.33 so a 9.5 minute gap.

SX Runtime comparison – Here is a quick comparison of several trains in the flighting and how their adjustment times south of Stevenage compare.

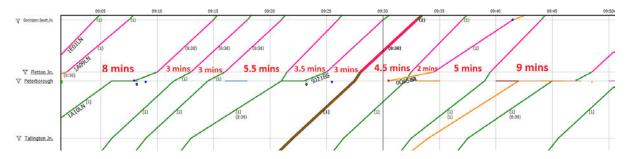
TOC and Origin	Headcode	Woolmer Green passing time	(Pth)	<prf></prf>	[Eng]	{Adj}	TOTAL
LNER (Skipton)	1A10	09.37	2.5	1	1		4.5
LNER (Berwick)	1Y07	09.40	2.5	1	1		4.5
Grand Central (Bradford Int)	1A59	09.43	2.5	1	1	0.5	5

Great Northern	2C19	09.44½	0.5	1	1	0.5	3
(Cambridge)							
Great Northern	1T15	09.47 ½		1	1	0.5	2.5
(Kings Lynn)							
Thameslink	9J19	09.50½ SL		2	1	1	4
(Peterborough)							
Grand Central	1A60	09.54	5	1	1	0.5	7.5
(Sunderland)							
Hull Trains	1A91	09.57	4	1	1	1.5	7.5

The 2 open access paths are at the back of the flighting and thus would suggest to being most susceptible to being delayed rather than being a primary cause of delay. There is also additional pathing in both services compared to the previous services within the flighting.

SX Peterborough

This is a snip of the southbound SX timetable which is annotated with the headway at Fletton (start of the 2 track section). 1A91 is highlighted.



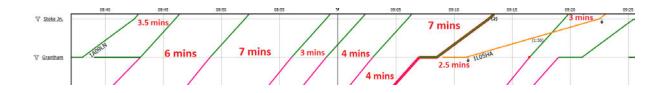
This shows that 1A91 is not the only train running on headway and would only be creating a 7.5 firebreak after 2 trains consecutively. 1A59 and 1A60 are on a 5.5 gap, 1A10 is on an 8 minute gap and 1E02 to 1Y81 is on a 9 minute gap. Unlike Welwyn these trains are much more staggered so the reason for a firebreak seems less clear.

The only outlier is the light loco 0065 on 2 mins behind 1A11 but this is rules compliant.

SX Grantham

A similar snip has been taken showing the flighting through Grantham.

Prior to 1A91, the next southbound service calling at Grantham is 1A09 (LNER ex Hull) at 08.38.



The only services running on headway at this time are 1Y07 and 1A59 following 3 mins behind. Neither of these services stop at Newark and 1Y07 stops at Retford.

1L05 EMR (Sheffield – Norwich) departs 2.5 mins after 1A91 passes (on a 2 min TPR margin). It also has 1.5 pathing up to Highdyke Jn before being overtaken by 1A11. Furthermore, it also has longer than minimum dwells at Nottingham and Peterborough (both 5.5 mins).

1A91 path overview

1A91 departs at 07.38 from Hull and is formed from an ECS off Botantic TMD.

It departs 17 minutes after 1J41 Northern (Bridlington – Sheffield) which is running via Goole.

1A91 has several minutes of pathing, plus an extended dwell at Doncaster (to permit 1A60 to overtake) so presentation time onto the ECML should not be an issue.

Of the 4x southbound Intercity trains within 15 minutes around this time, only 1A91 calls at Grantham and is the last in the flighting order.

Subsequent trains 1A11 calls at Newark but not Grantham and 1E02 calls at Grantham but not Newark.

1A91 is on minimum but compliant headway following 9J21 at Huntingdon and 1A11 behind. 1A11 calling at Stevenage means it is only minimum headway until Hitchin. 1E02 also calls at Stevenage and with it's call at Grantham also, it is 6 mins behind 1A11 at Huntingdon.

Welwyn 2 track flighting Saturday

Using the list sent before, this table reflects the times at Woolmer Green for southbound trains from 0900 until the first firebreak around 10.30.

TOC and Origin	Headcode	Woolmer Green passing time	notes
LNER (Lincoln)	1B81	09.59½	
Lumo (Newcastle)	1Y78	09.01½	SL to Woolmer, overtaken by 1B81
Thameslink (Cambridge)	9S15	09.05½	
LNER (Harrogate)	1A08	09.09½	Stops at Stevenage (2min)
Great Northern (Kings Lynn)	1T13	09.12 ½	
Great Northern (Cambridge)	2C17	09.14	SL, calls at Welwyn North
Thameslink (Peterborough)	9J17	09.20½	
LNER (Newcastle)	1Y06	09.23½	Stops at Stevenage (3min)
LNER (Edinburgh)	1E01	09.27	
LNER (Hull)	1A09	09.29½	
Thameslink (Cambridge)	9S17	09.34	
LNER (Skipton)	1A10	09.37	
LNER (Berwick-upon-Tweed)	1Y07	09.40	
Grand Central (Bradford Int)	1A59	09.43	
Great Northern (Letchworth)	2R19	09.44½	SL, calls at Welwyn North
Great Northern (Ely)	1T15	09.47½	
Thameslink (Peterborough)	9J19	09.50½	
Grand Central (Sunderland)	1A60	09.54	
Great Northern (Peterborough)	1P85	09.56½	Saturday only?
Hull Trains (Hull)	1A91	09.59½	Stops at Stevenage (2.5 min)
LNER (Bradford FSQ)	1A11	10.03	Stops at Stevenage (3min)
Thameslink (Cambridge)	9S19	10.05½	
LNER (Edinburgh)	1E02	10.09½	Stops at Stevenage (2min)

Great Northern (Kings Lynn)	1T17	10.12½	
Great Northern (Cambridge)	2C21	10.14	SL, calls at Welwyn North
LNER (York)	1Y81	10.18	
Thameslink (Peterborough)	9J19	10.201⁄2	
Lumo (Edinburgh)	1E80	10.25	Stops at Stevenage (2min)
LNER (Leeds)	1A12	10.31½	Firebreak of 6.5 min

KGX – The 10.20 arrival is arriving Platform 4, whilst Lumo 1S93 departs Platform 4 at 10.15. Without a substantial swap around it would preclude an earlier arrival. Some of the info below may help demonstrate why earlier is unlikely to be workable.

TPR states a 20 minute minimum turnaround for Hull Trains arrivals at 0700 – 1000 and 30 minutes for arrivals until 1600 - 1900. This 1A91 arrives at 10.20 for 10.44 departure. This is below the usual 30 minutes but not breaking an established peak time figure agreed in the TPR. GC & Lumo have caveats for a reduced turnaround if agreed with NR which is the approach we would take. Our turnaround would be caveats in KGX to assist performance that is that we would have London bound crew and not the same inward working crew.

London King's Cross				
Depart platform 8.9 or 10 via Line F to Down Slow	Arrive platform 8.8 or 10 via Line F	55		
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-irst movement Arrive any platform	Second movement Conflicting departure from any platform	1*		
Vrive platform 0 via Line A	Depart platform 1 via Line B	Same time		
Vrive platform 1 or 2 via Line B	Depart platform 0 via Line A	Same time		
vrive platform 1 or 2 via Line B	Depart platform U via Line A	Same time		
Arrive platform 2. 3 or 4 via Line C	Depart platform 5 via Line D	Same time		
Vrive platform 2. 3 or 4 Via Line C Vrive platform 5. 0 or 7 via Line D	Depart platform 5 Via Line D Depart platforms 2 to 5 via Line C or CX	Same time		
Arrive platform 6 or 7 via Line C	Depart platforms 2 to 5 via Line C or CX	Same time		
Vrive platform 8. 9 or 10 via Line EX	Depart platform 7 via Line E	Same time		
Vrive platform 0 or 10 via Line EX	Depart platform S via Line E	Same time		
Arrive platform 8, 9 or 10 via Line F	Depart platform 7 via Line E	Same time		
Arrive platform 9 or 10 via Line F	Depart platform 8 via Line E	Same time		
' Unless otherwise stated.	Depart platform of via Life L	Jame une		
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Minimum Turnround				
	All Times			
From Middlesbrough, Yorkshire and	30			
stations south thereof (LNER)				
From Newcastle, Sunderland (LNER)	35			
and Berwick-upon-Tweed				
From Scotland (LNER)	40			
LNER passenger service forming ECS	15 (may be reduced with prior agreement betw	een Network Rail and		
	train operator)			
From Hull (Hull Trains)	30			
	20 for arrivals during the following hours:			
	Monday-Friday 0700-1000 and 1000-1900			
	Saturday all day			
	Sunday 1700 - 2100			
Grand Central	40* except for:			
	20 where an ECS forms a passenger service			
	15 where a passenger service forms ECS			
	* May be reduced to no less than 20 with prior			
	May be reduced to no less than 20 with prior Network Rail and Train Operator	agreement between		
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London King's Cross				
Planning Restriction				
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per the below:				
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signal sighting allowance)				
 Class 387 & 717 in Platforms 0, 	1,3,4,5,7 or 9 -	27m (due to increased signal sighting all	owance)	
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A 5 car 180 and an 8 car 387 or 700 car	only platform s	hare in P1.		
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Belle isle Jn				
Junction Margins				
First Movement	Second Mor	ement	Margin	
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place at Copenhagen Jn)	and UCT)	is to Down Slow (applies to both DC1	ŕ	
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	ing Belle Isle Jr	may be moved to approaching King's C	ireas if it results	
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Copenhagen Jn				
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		es in length. Only trains in excess of 63 cumstances due to signalling constraints		
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Junction Margins				
First Movement		nd Novement	Margin	
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Pass from Up Slow to York Way North Jn		Pass Belle Isle Jn on Down Slow		
Pass from Up Slow to York Way North Jn		Pass Belle Isle Jn on Up Slow		
Pass from Up Slow to York Way North J	Pasa	from Up Slow Line to York Way North Jr		
Pass Belle Isle Jn on Down Slow				
Pass from Up Slow to York Way North J Pass Belle Isle Jn on Down Slow Pass Belle Isle Jn on Down Slow Pass from York Way North Jn to Down 1	Pass	from York Way North Jn to Down Slow Balle Isle Jn on Down Slow	2%	