

## 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 is 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 be 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 lighting** – 1A91 is at the ***back of the lighting 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 lighting and how their adjustment times south of Stevenage compare.

| TOC and Origin               | Headcode | Woolmer Green passing time | (Pth) | <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     |



## 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 lighting 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     | <b>09.59½</b>              |                                  |
| Lumo (Newcastle)              | 1Y78     | <b>09.01½</b>              | SL to Woolmer, overtaken by 1B81 |
| Thameslink (Cambridge)        | 9S15     | <b>09.05½</b>              |                                  |
| LNER (Harrogate)              | 1A08     | <b>09.09½</b>              | Stops at Stevenage (2min)        |
| Great Northern (Kings Lynn)   | 1T13     | <b>09.12½</b>              |                                  |
| Great Northern (Cambridge)    | 2C17     | <b>09.14</b>               | SL, calls at Welwyn North        |
| Thameslink (Peterborough)     | 9J17     | <b>09.20½</b>              |                                  |
| LNER (Newcastle)              | 1Y06     | <b>09.23½</b>              | Stops at Stevenage (3min)        |
| LNER (Edinburgh)              | 1E01     | <b>09.27</b>               |                                  |
| LNER (Hull)                   | 1A09     | <b>09.29½</b>              |                                  |
| Thameslink (Cambridge)        | 9S17     | <b>09.34</b>               |                                  |
| LNER (Skipton)                | 1A10     | <b>09.37</b>               |                                  |
| LNER (Berwick-upon-Tweed)     | 1Y07     | <b>09.40</b>               |                                  |
| Grand Central (Bradford Int)  | 1A59     | <b>09.43</b>               |                                  |
| Great Northern (Letchworth)   | 2R19     | <b>09.44½</b>              | SL, calls at Welwyn North        |
| Great Northern (Ely)          | 1T15     | <b>09.47½</b>              |                                  |
| Thameslink (Peterborough)     | 9J19     | <b>09.50½</b>              |                                  |
| Grand Central (Sunderland)    | 1A60     | <b>09.54</b>               |                                  |
| Great Northern (Peterborough) | 1P85     | <b>09.56½</b>              | Saturday only?                   |
| Hull Trains (Hull)            | 1A91     | <b>09.59½</b>              | Stops at Stevenage (2.5 min)     |
| LNER (Bradford FSQ)           | 1A11     | <b>10.03</b>               | Stops at Stevenage (3min)        |
| Thameslink (Cambridge)        | 9S19     | <b>10.05½</b>              |                                  |
| LNER (Edinburgh)              | 1E02     | <b>10.09½</b>              | 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 | 10.20½ |                           |
| 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.

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JN  |  |           |  |
|---|--|-----------|--|
| London King's Cross   |  |           |  |
| Depart platform 8, 9 or 10 via Line F to Down Slow  | Arrive platform 8, 9 or 10 via Line F  | 5.5       |  |
| § Conflict occurs at Belle Isle Jn where the 2 minute margin is included in re-occupation margin. |  |           |  |
| Platform and conflicts: arrival before departure  |  |           |  |
| First movement  | Second movement  | Margin    |  |
| Arrive any platform   | Conflicting departure from any platform  | 1*        |  |
| Arrive platform 0 via Line A  | Depart platform 1 via Line G   | Same time |  |
| Arrive platform 1 or 2 via Line B   | Depart platform 0 via Line A   | Same time |  |
| Arrive platform 2 via Line B  | Depart platform 1 via Line A   | Same time |  |
| Arrive platform 2, 3 or 4 via Line G  | Depart platform 5 via Line D   | Same time |  |
| Arrive platform 5, 6 or 7 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 |  |
| Arrive platform 8, 9 or 10 via Line EX  | Depart platform 7 via Line E   | Same time |  |
| Arrive platform 9 or 10 via Line EX   | Depart platform 8 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.  |  |           |  |
| Minimum Turnaround  |  |           |  |
| From Middlesbrough, Yorkshire and stations south thereof (LNER)                                   | All Times  |           |  |
| From Newcastle, Sunderland (LNER) and Bewick-upon-Tweed   | 35   |           |  |
| From Scotland (LNER)  | 40   |           |  |
| LNER passenger service forming ECS  | 15 (may be reduced with prior agreement between Network Rail and train operator)   |           |  |
| From Hull (Hull Trains)   | 30<br>20 for arrivals during the following hours:<br>Monday-Friday 0700-1000 and 1600-1900<br>Saturday all day<br>Sunday 1700 – 2100   |           |  |
| Grand Central   | 10* except for:<br>20 where an ECS forms a passenger service<br>15 where a passenger service forms ECS<br><br>* May be reduced to no less than 20 with prior agreement between Network Rail and Train Operator   |           |  |
| Lumo  | 20* for trains entering passenger service from ECS or for trains leaving passenger service to ECS<br>42** for passenger service forming passenger service<br>*May be reduced to no less than 15 with prior agreement between Network Rail and Train Operator<br>**May be reduced to no less than 35 with prior agreement between Network Rail and Train Operator |           |  |

| LN101 LONDON KING'S CROSS TO SHAFTHOLME JN  |  |                |  |
|---|--|----------------|--|
| London King's Cross   |  |                |  |
| Planning Restriction  |  |                |  |
| When planning permissive working at King's Cross, a standage allowance must be included in the calculations as per the below:   |  |                |  |
| <ul style="list-style-type: none"> <li>All types of services except below – 18m (2m from buffer stops to first train, 8m between trains and 10m signal sighting allowance)</li> <li>Class 387 &amp; 717 in Platforms 0, 1, 3, 4, 2, 7 or 8 – 27m (due to increased signal sighting allowance)</li> </ul>  |  |                |  |
| A 5 car 80s and an 8 car 387 or 700 can only platform share in P0<br>A 6 car 188 and an 8 car 387 or 700 can only platform share in P1.   |  |                |  |
| Diesel traction cannot be planned into P6.  |  |                |  |
| Station Watering Points   |  | Platforms 0-10 |  |
| Belle Isle Jn   |  |                |  |
| Junction Margins  |  |                |  |
| First Movement  | Second Movement  | Margin         |  |
| Between all conflicting crossing movements  |  | 2              |  |
| Up Slow to Line F (movement takes place at Copenhagen Jn)   | Canal Tunnels to Down Slow (applies to both DCT and UCT) | 2              |  |
| Planning Note:  |  |                |  |
| The 11 engineering allowance approaching Belle Isle Jn may be moved to approaching King's Cross if it results in a compliant 2 minute margin being achieved between conflicting arriving and departing trains where the arriving train passes Belle Isle Jn first.  |  |                |  |
| Copenhagen Jn   |  |                |  |
| Note: Trains in the Down direction on the North London Incline (NLI) should not normally be shown to stop at Copenhagen Jn. Down trains required to stop on the NLI to wait a path over Copenhagen Jn should be timed to stop at York Way North Jn unless they exceed 600 metres in length. Only trains in excess of 600 metres in length should be timed to stop at Copenhagen Jn. In those circumstances due to signalling, constraints the following applies: A Down train on the NLI planned to stop at Copenhagen Jn must arrive a minimum of 5 minutes before the passage of any train on the Down Slow |  |                |  |
| Junction Margins  |  |                |  |
| First Movement  | Second Movement  | Margin         |  |
| Pass from York Way North Jn to Down Slow  | Pass from Up Slow to York Way North Jn                   | 3½             |  |
| Pass from Up Slow to York Way North Jn  | Pass Belle Isle Jn on Down Slow                          | 3½             |  |
| Pass from Up Slow to York Way North Jn  | Pass Belle Isle Jn on Up Slow                            | 3              |  |
| Pass Belle Isle Jn on Down Slow   | Pass from Up Slow Line to York Way North Jn              | 2½             |  |
| Pass Belle Isle Jn on Down Slow   | Pass from York Way North Jn to Down Slow                 | 2½             |  |
| Pass from York Way North Jn to Down Slow  | Pass Belle Isle Jn on Down Slow                          | 2½             |  |