

## Timetable Assessment

This document examines the timetable proposals put forward by Alliance Rail for services between London Euston and West Yorkshire in order to assess whether there is likely to be sufficient timetable capacity to accommodate the desired train paths.

The proposed services have been examined on a path-by-path basis against a base of the December 2011 timetable. Any conflicts with current services have been highlighted and Network Rail's Operational Planning Department have worked closely with Alliance Rail to seek solutions to these. The conflicts that have not yet been resolved have been described in detail in the following pages. In order to path Alliance's services there has been a need to re-time some other Operator's services – these have been listed only where they affect calling times at stations or terminal times.

In the assessment that follows each train has been classified into the following categories:

- Paths that work without requiring further change are **Green (1 Up; 4 Down)**
- Paths that can be made to work through the contractual flexing processes are **Amber (15 Up, 11 Down)**
- Paths with issues that cannot at present be resolved but for which it may be possible to identify workable paths as part of a more wholesale timetable redrawing are **Red (6 Up; 8 Down)**
- Paths that cannot be made to work are **Pink (1 Up; 2 Down)**

Some of the paths require a large amount of additional time (either pathing time or additional dwell time) in order to be conflict-free with other services; where this is the case the number of minutes required have been highlighted in the analysis that follows. It has also been highlighted where services are overtaken by other trains.

In some cases it has been necessary to omit station calls from some trains in order to find a compliant path – this has also been noted.

It should be noted that empty stock moves required at Leeds station and detailed platform validation at Euston and Leeds have not been completed as part of this assessment.

## **‘West Yorkshire to Euston’**

### **1T52CH 06.15 Crewe – Euston**

- More detailed work required in order to platform at Rugby.

### **1T04CH 06.02 Manchester Vic – Euston**

- Re-time 2F00FD to depart Manchester Victoria 1 minute later.
- Re-timing required for 6F60
- Re-timing required for 1U20ES at Norton Bridge

### **1T56CH 06.30 Leeds – Euston**

*This service has 6 minutes of pathing time.*

- Omit Stockport call.
- 1R23EA re-timed 2 minutes later into Euston; 1R24 re-timed 1 minute later into Euston.

### **1T08CH 07.22 Bradford – Euston**

*Service has 18 minutes of pathing time, 3 minutes of additional dwell time and is overtaken at Milton Keynes.*

- Clash with 2N56FA (08.29 Vic – Blackburn) leaving Manchester Victoria.
- Clash with 6E01HA (Arpley – Horbury) [WO] at Deal St Jn
- Clash with 4F84FC (0632 Toton – Arpley) at Acton Grange Jn
- Proposed retiming to 6K32 clashes with 1H83FL (07.45 Llandudno – Manchester) at Acton Grange Jn.
- Clash with 4V20DB/6M69 at Hartford Jn
- 1L79 would need to run Slow Line Crewe - Stafford
- Clash at Norton Bridge with 1M22FX (06.15 Southampton – Manchester)
- Clash with 1U29FS at Milton Keynes

### **1T60CH 08.30 Leeds – Euston**

*This service has 19 minutes of pathing time and 3 minutes of additional dwell time and is overtaken at Nuneaton, Rugby and Milton Keynes.*

- Clash with 2H51FB same time at Guide Bridge Plat 1
- Omit Stockport call
- Clash with 1S07LA crossing DFL to DSL at Hanslope Jn.

### **1T12CA 09.22 Bradford – Euston**

- Clash with 5A63GC at Dryclough Jn
- Headway too tight with 2F89FB 10.05 Rochdale – Wigan Wallgate
- FSX path: Clash with 1L87EC at Winsford
- FSX path: Clash at Colwich with 1H18FW
- FO path: sub headway with 1A25 Weaver Jn – Crewe
- FO path: clash with 4O27CA Whitehouse – Colwich

**1T64CH 10.30 Leeds – Euston**

*This service has 17 ½ minutes of pathing time, 12 minutes of additional dwell time and is overtaken at Rugby and Milton Keynes.*

- Does not call at Stockport

**1T16CA 11.18 Bradford – Euston**

*Service has 11 ½ minutes of pathing time, 3 minutes of additional dwell time and is overtaken at Rugby and at Milton Keynes.*

- Tight with 5F81 at Rochdale (which forms 2F81 12.04 Rochdale – Wigan Wallgate)

**1T68CH (WSX) 12.30 Leeds – Euston**

*This service has 16 ½ minutes pathing time, 13 minutes additional dwell time and is overtaken at Rugby and Milton Keynes.*

- Omit Stockport call
- Re-time 1A63EW 1 minute later into Euston and 1B58EW 2 minutes later into Euston

**1T68CH (WO) 12.30 Leeds – Euston**

*This service has 16 ½ minutes pathing time, 13 minutes additional dwell time and is overtaken at Rugby and Milton Keynes.*

- In same path as 1Q28 Wednesday only south of Crewe
- Omit Stockport call
- Re-time 1A63EW 1 minute later into Euston and 1B58EW 2 minutes later into Euston

**1T20CA 13.18 Bradford – Euston**

*Service has 12 ½ minutes of pathing time, 12 ½ minutes of additional dwell time and is overtaken at Milton Keynes.*

- Lack of time to get stock into platform to work 2F83 14.04 Rochdale – Wigan Wallgate.
- 4L22 requires re-timing to depart Hams Hall 7 minutes earlier

**1T72CB 14.30 Leeds – Euston**

*This service has 17 ½ minutes pathing time, 14 minutes additional dwell time and is overtaken at Stockport, Rugby and Milton Keynes.*

- 4M64ED to run 1 minute later to Daventry from Colwich
- 1A69EW and 1B70EW to arrive 2 minutes later into Euston

**1T98CH 18.15 Milton Keynes – Euston**

- Re-time 1B74EW 2 mins later into Euston

**1T76CB 16.30 Leeds – Euston**

*This service has 14 ½ minutes pathing time, 12 minutes additional dwell time and is overtaken at Huddersfield.*

- Tight headway Marsden – Diggle with 1K21FA
- Re-time 1B80 2 minutes later into into Euston

### **1T26CA 16.03 Bradford – Euston**

- Tight headways leaving Bradford
- (pathing time slightly tweaked Todmorden – Rochdale)
- Needs to cross to Slow Line at Miles Platting
- (clash with own 1T39 at Manchester Vic)
- Dead clash at Ordsall Lane with 1H91FL – **THIS MAY NOT HAVE A SOLUTION.**

### **1T78CH 17.30 Leeds – Euston**

*This service has 9 ½ minutes pathing time, 4 ½ minutes additional dwell time and is overtaken at Sancbach.*

- Omit Stockport call
- Omit Nuneaton call
- Same path as 1T28CA from Crewe

### **1T28CA 17.18 Bradford – Euston**

*Service has 14 minutes of pathing time*

- Clash with 5N50 ECS at Rochdale & headway with 2N50
- Sub-headway with 1L89 at Weaver Jn
- Omit Nuneaton call

### **1T30CH 18.18 Bradford – Euston**

*Service has 11 ½ minutes of pathing time and, 3 ½ minutes of additional dwell time.*

- 2J63 clash Rochdale
- Omit Eccles call
- Omit Newton-le –Willows call

### **1T80CA 18.33 Leeds – Euston**

*This service has 8 ½ minutes pathing time, 8 minutes additional dwell time and is overtaken at Huddersfield.*

- Headway clash with 2L61GZ (18.32 Leeds – Sheffield) departing Leeds. Alternative platform required for 1T80

### **1T82CH 19.24 Leeds – Crewe**

- 5F47 FA (FO) retimed 1½ - 2½ minutes later into Stockport, then reduced dwell and forward as booked.

### **1T32CH 19.22 Bradford – Crewe**

- Clash at Crewe with 4S26

### **1T34CH 20.42 Bradford – Crewe**

### **1T86CH 21.24 Leeds – Crewe**

- 2O99 re-timed 1 minute later Mirfield to Wakefield Kirkgate.

## **General Note for Up Paths**

The majority of daytime up paths have had to be amended from the original proposals, due to conflicts with London Midland trains crossing from Down Fast to Down Slow at either Milton Keynes station or Ledburn Jn). The Up Alliance trains call at Milton Keynes in order to be overtaken by the xx.40 Glasgow Central – London Euston. This requires 1 minute pathing time to be added to both the xx.40 Glasgow – Euston and the xx.50 Birmingham New St – Euston.

In several hours the Up Alliance train also needs to run Slow Line between Newbold Jn and Rugby in order to be overtaken by the xx.55 Manchester Piccadilly – London Euston. This requires pathing time (usually 1½ minutes) to be added to London Midland's Crewe – London Euston ("Trent Valley local") service approaching Rugby Trent Valley Jn, but this can be regained by reducing the pathing time approaching Long Buckby or Northampton.

Up Bradford paths have headway issues at Rochdale with the ECS to work the Rochdale – Manchester Vic stopping trains – these will be overcome if the proposed bay platform is built; alternatively, some flexing of the Rochdale – Manchester Vic trains, and the following Leeds – Manchester Vic trains will be required.

## **'Euston to West Yorkshire'**

### **1T19CH 06.21 Crewe – Bradford**

- Needs to depart Crewe earlier at 06.15 to avoid platform conflict.

### **1T53CH 06.40 Crewe – Leeds**

- clash with 6D44EW (MWFO) at Guide Bridge
- Insufficient gap between 2O61GD and 1P21 at Mirfield East Jn for 1T53

### **1T55CH (WSX) 07.28 Crewe – Leeds**

- No platform Manchester Victoria (only vacant platform is already allocated to Alliance 1T08)
- Clash with 2O65GD at Bradley Jn
- Headway clash with 1D04GD approaching Leeds which would require 1D04GD to be re-timed
- Assumes 3<sup>rd</sup> platform at Stalybridge has been built

### **1T23CH 06.32 Euston – Bradford**

- Runs through 6C16FC in Warrington area.

### **1T57CB [MSX] 07.33 Euston – Leeds**

- Replatforming of 1V47 required at Stafford
- Less than headway behind 5H27FN Sanbach to Chelford. 5H27 will need to come earlier or later from Crewe
- 1E69GF needs to be retimed later between Stalybridge and Morley (then regains its current path)

### **1T57CB [MO] 07.33 Euston – Crewe**

- Replatforming of 1V47 required at Stafford
- Terminate at Crewe on Mondays

### **1T27CH 08.34 Euston – Bradford**

- 4H22 MO would need to run in same path as 4H22 MSX
- Margin too tight with 1V49DB at Stafford
- Clash with 4S28LA Warrington area — rear of 4S28 will overhang platform AND headway is 4 mins not 3.

### **1T61CH 09.36 Euston – Leeds**

*This service has 17 ½ minutes of pathing time, 11 ½ minutes of additional dwell and is overtaken at Milton Keynes, Stockport and Dewsbury.*

- Detailed platform work at Leeds required

### **1T31CH 10.36 Euston – Bradford**

*Service has 16 minutes of pathing time, 3 minutes of additional dwell time and is overtaken at Milton Keynes.*

### **1T65CH 11.36 Euston – Leeds**

*This service has 18 minutes of pathing time, 10 minutes of additional dwell time*

- 1E81 to run 1 minute later at Huddersfield and Stalybridge

### **1T35CH 12.34 Euston – Bradford**

*Service has 15 minutes of pathing time, 9 ½ minutes of additional dwell time and is overtaken at Milton Keynes.*

- 4M94 would need to be retimed to follow from Brinklow
- 1L97 clash at Stafford
- Clashes at Manchester Victoria East (2F89FE) or Miles Platting (2M36FA)

### **1T69CH (FSX) 13.36 Euston – Leeds**

*This service has 16 ½ minutes pathing time, 12 ½ minutes additional dwell time and is overtaken at Milton Keynes, Stockport and Dewsbury.*

- 1H68 ½ minute later Watford Jn – Ardwick Jn
- 4M81FA 4 minute shorter dwell at Basford Hall

### **1T69CH (FO) 13.36 Euston – Leeds**

*This service has 16 ½ minutes pathing time, 12 ½ minutes additional dwell time and is overtaken at Milton Keynes, Stockport and Dewsbury.*

- 1H68 ½ minute later Watford Jn – Ardwick Jn
- 4M81FA 4 minute shorter dwell at Basford Hall
- Too tight behind 1C69 (FO), and following 1M45FX going SL to Potteries at Norton Bridge. Only solution is to put (5) into 1T69 at Norton Bridge - note it looks like this will 'break' the path between Crewe and Stockport.

### **1T39CH 14.36 Euston – Bradford**

*Service has 21 ½ minutes of pathing time, 9 minutes of additional dwell time and is overtaken at Milton Keynes.*

### **1T73CH (WSX) 15.36 Euston - Leeds**

- Omit call at Stockport

### **1T73CH (WO) 15.36 Euston - Leeds**

- Same path as 1Q27FR (WO) Watford – Rugby. AR have indicated 1T73 will be WSX unless 1Q27 repathed
- Omit call at Stockport

### **1T43CH 16.36 Euston – Bradford**

- Runs through 4M00 near Brinklow.
- Clash with 1U41FS at Stafford
- No path through Crewe (clash with 1P21)
- No path through Manchester Vic (clash with 4C12)

### **1T97CH 17.36 Euston - Milton Keynes**

### **1T77CH 17.46 Euston – Leeds**

*This service has 8 minutes pathing time.*

- Clash with 4M08EA, both pass Brinklow same time
- Junction margin clash Cheadle Hulme with 1V95DB
- 2W92 to depart Huddersfield 2 minutes earlier

**1T47CH [FSX] 18.46 Euston – Bradford**

*This service has 13 ½ minutes of pathing time and 11 minutes of additional dwell time.*

- Clash with 5K56 at Crewe.

**1T47CH [FO] 18.57 Euston – Bradford**

- Presumably ok *if* it can use current 1H00 path (1H00 has ‘additional rights’).

**1T81CH 19.46 Euston – Leeds**

*This service has 7 minutes pathing time, 9 ½ minutes additional dwell time and is overtaken at Stockport.*

- Omit Crewe call

**1T83CB (WSX) 20.20 Euston – Stockport**

- 5H24FF to run later from Crewe

**1T83CB (WO) 20.20 Euston – Crewe**

- 5H24FF to run later from Crewe
- Terminate at Crewe on Wednesdays

**1T51CH 20.36 Euston – Crewe**