

London North Eastern & East Midlands Route Regulating Policy and Local Statements

VERSION : No. **40**

Effective from: **TBC**

Amendments shown in this statement that are an update from version 39 are shown in **red text**.

1. Train Regulating Policy Objectives.

- To maximise the PPM/FPM of all TOCs & FOCs by ensuring that train services are returned to (or as close as possible to) their Working Time Table path at each opportunity.
- To minimise delay to all TOCs & FOCs by operating the LNE&EM Route network in the best interests of all.
- To thoroughly review the findings and data with all train and freight operators and to continuously revise this regulating policy and local statements.

2. Route Level Regulating Statement.

At the Route level, the purpose of the regulating policy is to:

- Use each opportunity to return the train service to its Working Time Table path if it is still likely to achieve PPM at destination.
- Use each opportunity at or close to end destination to regulate to maximise the PPM/FPM of all operators.

3. Local Regulating Statements.

Local level regulating statements are issued for specific junctions and stations that provide clear objectives and guidance for that location.

4. Management of early running trains

Signaller Instructions

- This instruction applies to trains requested to start their journey from origin before their scheduled departure time or early from intermediate booked stops.
- If a train is presented to a signal box to start its journey early it shall not be permitted onto the network unless authorised by route control who will be contacted straight away.
- When receiving the request to start early the signaller must advise the requestor (driver/ground staff etc) that authority is being sought and to await the signal or further instruction.
Trains should be regulated to remain in their booked path throughout their journey unless authorised to run early by control.

Controller Instructions

- This instruction applies only to trains requested to start their journey from origin before their scheduled departure time.
- If a request is received from a signaller to start a train early, the controller will assess the impact of an early start on terminal operations and running on the network.
- The controller will contact the train operator to verify the request which will involve understanding why the train is required to start early and what alternatives exist.
- If the reason is verified and accepted the controller will contact the signaller to authorise the train onto the network providing any instructions on regulation as required to any relevant signal boxes.
 - If required, the train to run early will be provided with a new schedule to reflect the change of departure time.
 - All requests received will be logged in CCiL in a specific log item (entitled 'Early Running Trains') detailing the train and origin, reason for the request, whether it was accepted or not and why and any other instructions given relating to the train.

5. Applicability of Train Regulation Policy.

Any specific direction from Network Rail Control regarding the priority of trains on the Route takes precedence over this policy, for example, to assist with post incident service recovery.

This Train Regulation Policy is applicable to all parts of the Route in situations of operational disruption and will be the only such Policy in force.

In situations where the level of disruption leads to the implementation of a Contingency Plan or Service Recovery these may, whilst in force, take precedence over this Policy statement.

6. Location specific guidance: Change Control Process.

- The Right Time Railway and Joint Delivery Groups will be the forum to effect all future changes to location specific guidance.
- Prior to any major Timetable Change, a regulation meeting for all affected parties may take place to discuss or agree changes to the regulation statements.
- Operators or Network Rail will submit any proposed revisions to the chair of the Right Time Railway Group/Joint Delivery Group that covers the geographical area to which the proposed revision applies.
- Proposed revisions will be submitted at least 7-days in advance of the meeting to the chair and to the operators directly affected by the proposal (those operators who directly interact) in the form of a problem statement.
- The directly affected operators will seek to agree the change, either in advance of the Right Time Railway / Joint Delivery Group or at the Right Time Railway / Joint Delivery Group. Those attending must have the necessary delegated authority to make a decision.
- In the event of a failure to agree between the directly affected operators, Network Rail will act as arbiter and decide whether the existing guidance remains or whether to accept and implement the proposed change, taking into account the expected overall industry benefit of the proposal.
- A proposal to change guidance can be short term (as a trial) or permanent.
- If agreement to change the Policy is not reached at the RTR group/JDG, and Network Rail decide to accept the proposal, then it will be implemented for an initial 4-week trial, before being reviewed again at the next RTR group. Should subsequent agreement still not be reached at the next RTR group, the Head of Operations will review the change and consider whether it is an industry benefit, before deciding whether to accept the change.

- Any permanent change to the guidance will result in a re-issued copy of the Route Policy.
- The underlying principal of keeping the guidance simple must be retained.
- The Head of Operations is responsible for implementation of the change.
- Network Rail Operations Managers are responsible for briefing the change to affected signallers.
- TOC Station Franchise Operators are responsible for briefing the change to affected despatch staff.
- TOC Control Managers are responsible for briefing the change to their controllers
- Network Rail Route Control Managers are responsible for briefing the change to affected controllers.
- Network Rail Head of Operations is responsible for updating and reissuing the policy document.

7. Policy: Change Control Process.

- The Joint Delivery Group will be the forum to propose or consult all changes to the policy itself.

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1. **Regulation statement for MORPETH SIGNAL BOX**

- If the Up LNER 1EXX services from Scotland is running late, the Northern 2AXX Morpeth originators must be regulated, provided the 2Axx does not leave Morpeth station more than **7** minutes late.

1. Regulation statement for Alnmouth signalbox

Northern service 2A40 17:45 GMC-Chathill must be crossed over at A157 signal Chathill if the service has been regulated in Morpeth, Chevington or Wooden Gate loops to retain a Right Time departure for return working 2N35 19:15 Chathill-Carlisle. Cross over to take place only after the passing of 1M00 on the Up

2. Regulation statement for TYNESIDE IECC

NEWCASTLE STATION – UP TRAINS

- **On time Up ECML departures from Newcastle** must have priority over late running Up or Down trains at the South end of the station, except;
- **Late running Up LNER trains.**
Late running Up LNER 1Exx vs 1Oxx XC service: LNER service must be given preference over an on time XC departure, providing it has arrived no less than 4 minutes prior to the booked departure of the XC 1Oxx service.
Late running Up LNER 1Exx vs 9Mxx TPE service: LNER service must be given preference over an on time TPE departure, providing it has arrived no less than 3 minutes prior to the booked departure of the TPE 9Mxx service.
- **Late running LNER 1E01.** TPE 9M05 must be regulated to follow 1E01 providing 1E01 is estimated to depart Newcastle no late than 07:10.
If 1E01 follows 9M05 from Newcastle, if 1E01 is immediately behind 9M05 at Tursdale junction, 9M05 can be regulated onto the Slow line at Tursdale Jn for 1E01 past. This will allow 1E01 to pass 1Y14 at Darlington as booked and maintain the booked order of trains south of Darlington. There must be no further regulation of 9M05, to protect its path from York and Leeds.

DURHAM STATION – DOWN TRAINS

- **Late running Down services.** Late running Down trains that are booked to call at Durham and will not make PPM at destination, should be regulated at Durham (or Durham Down Slow line) to allow a none stop service that is running in rear to pass, if the following service could achieve PPM by doing so.

3. Regulation statement for YORK ROC, LEEDS SUB ROC

YORK NORTH & YORK SOUTH WORKSTATIONS

- **ALL ON TIME UP** direction passenger trains between Northallerton and Temple Hirst Junction must be given priority over any late running service, with the following exception;

York station platform management

- **ALL ON TIME UP** direction trains must be given preference into and out of platforms over late running trains, the aim being to protect on time running South of York, even if this creates more delay to already late running trains.
- **DO NOT** regulate on time UP passenger trains for any late running trains in either direction, except;
- **Late running 9Mxx TPE services.** NT xx12 1Bxx must be regulated at York to follow a late running 9Mxx TPE service, providing the 9Mxx is estimated to depart York no later than xx15.
- **Late running Down trains.** NT 2Cxx services to Harrogate must not be regulated for more than 3 minutes

GASCOIGNE WOOD & HAMBLETON EAST JN – DOWN TRAINS

- If the TPE **1KXX** service to Hull is up to **10** minutes late at Micklefield it should take preference at either Gascoigne Wood Jn or Hambleton East Jn in advance of Northern Train services **2RXX** to Hull. departing York.

LEEDS EAST WORKSTATION

LEEDS STATION – UP TRAINS TOWARDS ARDSLEY

- If the CrossCountry service has arrived no less than 4 minutes before departure of the 1Axx LNER starter (in most hours, this will mean arrival by xx:11 at the latest) then the XC service will depart first. If it has arrived less than 4 minutes before the departure of the 1Axx LNER starter, then the 1Axx must take preference towards Wakefield.

LEEDS STATION – DOWN TRAINS TOWARDS MICKLEFIELD

- **Late running TPE & XC services.** Northern stopping services XX:24 and XX:55 departures from Leeds must **NOT** be regulated for late running Eastbound express trains that have not arrived at Leeds by the departure time of the stopping service.

LEEDS EAST ASSIST WORKSTATION : MICKLEFIELD

- If the **TPE 9MXX** departs York by **XX:16** then it must be regulated ahead of the TPE **1KXX** at Micklefield.
- If the **TPE 1PXX MBR – MIA** departs York by **XX:58** then it must be regulated ahead of the NT **2KXX** at Micklefield.
- If the TPE **1KXX HUL – MAN** departs Selby by XX:26 then is must be regulated ahead of the TPE **1PXX** at Micklefield.

ARDSLEY WORKSTATION

WAKEFIELD TO SHEFFIELD

- When Up Northern 2NXX Leeds to Sheffield services are running **7 minutes** or more late at Wakefield Westgate and the Cross Country service is running **less than 3 minutes** late, the Northern service must be regulated at Hemsworth or Moorthorpe Loop to allow the Cross Country service to pass.

SOUTH KIRKBY JN

- **Late running Down long distance services.** If an LNER/GC service is running up to **9** minutes late then the 2NXX service must be held to allow it to pass.
- South Kirkby Jn – The 2Bxx service will be held if the 1Sxx is running up to 7 late.

HEMSWORTH LOOP – DOWN TRAINS

- **Late running Northern services** from Doncaster that have been regulated at origin for a late running LNER service, must NOT be regulated for the following LNER at Hemsworth loop. (In other words, no Northern service should suffer two regulation events).
- Northern Doncaster to Leeds services must be regulated for a maximum of **7** minutes to allow the preceding late running LNER service to Leeds to pass. Northern services should not be regulated at Hemsworth for late running Down Grand Central services.

4. Regulation statement for YORK ROC, SHEFFIELD SUB ROC

HUDDERSFIELD STATION

Late running Eastbound 1Pxx services. 2Jxx departures from Huddersfield must be regulated to follow a late running 1Pxx service to Middlesbrough, providing the 1Pxx service is estimated to depart Huddersfield no more than 6 minutes late (by xx52). If the 1Pxx is running more than 13 minutes late, the 2Jxx must not be regulated for that service. The TRC must arrange for the 1Pxx service to Fail to Stop at Dewsbury if it is 6 minutes late or more.

A 2MXX must be regulated for a 1FXX service running not more than 6 minutes late. If a 1FXX is running more than 6 minutes late it should run last at Huddersfield (behind 2MXX)

A 2OXX service must be regulated for a 1EXX service running not more than 4 minutes late.

All other originating services from Huddersfield must depart on time.

HEATON LODGE JUNCTION

A 2JXX must be regulated for a 1FXX service running not more than 6 minutes late. If a 1FXX is running more than 6 minutes late it must run last at Heaton Lodge Jcn. (behind 2JXX & 2OXX).

SHEFFIELD STATION

- Northern services towards Manchester must be regulated at Sheffield station or Heeley Loop with the objective of being no more than 8 minutes late at Dore Station Junction.
- **Late running xx:24 XC services.** EMT 1Cxx services must be regulated to follow the XC xx:24 service from Sheffield (booked order), providing the xx:24 service has arrived by xx:29.
- **Late running xx:56 XC services.** EMT 1Cxx services must be regulated to follow the XC xx:56 service from Sheffield (booked order), providing the 1Vxx service has arrived by xx:57.

5. Regulation statement for **BATLEY** SIGNAL BOX

- **Late running Down TPE services.** If the TPE 9EXX eastbound service is up to **8** minutes late at Heaton Lodge East Junction the Northern 1JXX service must be held at Dewsbury for it to pass.
- If the TPE 1EXX eastbound service is no more than **8** minutes late passing Heaton Lodge East Junction then the TPE 2Jxx stopping service must be held at Dewsbury for it to pass.

1. **Regulation statement for MIDDLESBROUGH SIGNAL BOX**

- TPE departures must take priority over all other services and must **NOT** suffer a late start delay due to other late running services. Other trains should be regulated as necessary to achieve this.
- If the TPE service is running late and **cannot** achieve a Right Time departure for the outward journey, **Northern** services must **not** be held and must be given a Right Time Departure/Arrival.

6. Regulation statement for **MALTON** SIGNAL BOX

- TPE services on the Up must NOT be delayed through Malton station by late running Down trains. The Right Time running of the Up trains must always take priority.

1. Regulation statement for EAST MIDLANDS SIGNALLING CENTRE

TRENT JUNCTION

- The XX:33 EMT Derby to London service 1CXX must be given priority over the XX:39 EMT London to Nottingham service at Trent South junction where 1DXX is running late and would cause delay to the 1CXX service.

2. Regulation statement for WEST HAMPSTEAD PSB

Bedford South Jn (Inclusive) to Radlett Jn (Inclusive) Up Direction

Specific Regulating Objective:

The objective of the regulating statement is to prioritise right time presentation of trains to the 'Core'.

Regulating Principle:

For Up Direction Traffic, priority must be given to GTR services in the Up Direction to protect right time presentation to the 'Core'

Exceptions to the Regulating Principle

The regulating principle **will not apply** when to do so would require the East Midlands Trains service to approach a 'Red' aspect at the Jn if preference was to be given to the GTR service. In this situation the East Midlands Trains service must proceed first at the Jn concerned.

The regulating principle **will not apply at West Hampstead South Jn or south thereof**. Instead the priority is to achieve **PPM** for services **arriving at Farringdon**.

Carlton Road Jn (Inclusive) to Harpenden Jn (Inclusive) Down Direction

Specific Regulating Objective:

The objective of the regulating statement is to prioritise right time presentation of East Midlands Trains services at Bedford (Both stopping and non-stopping services).

Regulating Principle:

For Down Direction traffic, priority must be given to East Midlands Trains services to ensure right time presentation at Bedford.

3. Regulation statement for PETERBOROUGH PSB

Stoke Tunnel to Peterborough Station and Fletton Junction

Specific Regulating Objective:

The objective at Peterborough station and the surrounding junctions is to regulate to maximise the opportunity to get southbound and then northbound long distance services back to, or close to, their Working Timetable path.

Every opportunity must be taken to ensure a right time departure of Govia Thameslink Railway 'Thameslink' services bound for the 'Thameslink core'.

9Jxx xx24 and xx54 Peterborough - Horsham services must be given priority in the Up direction, if they are presented right time from origin.

1. Regulation statement for KINGS CROSS PSB

Hitchin station and all junctions between Cambridge Junction and Woolmer Green Junction inclusive

Specific Regulating Objective:

The objective at Hitchin station and the surrounding junctions is to regulate to maximise the opportunity to get southbound and then northbound long distance services back to, or close to, their Working Timetable path.

Every opportunity should be taken to ensure a right time presentation of Govia Thameslink Railway 'Thameslink' services into the 'Thameslink core'.

Regulating Principle:

Every opportunity must be taken to return the long distance service back to its Working Timetable path.

Class 9 services booked to call at Finsbury Park on the Up Fast: When a late running long distance service that could achieve PPM is following an on time class 9 towards Finsbury Park, the class 9 should be re platformed to the Up Slow 1 at Finsbury Park if it is feasible to do so, to allow the long distance service to achieve PPM; decision must be made by passage of the 9XXX service at Alexandra Palace to allow the platform alteration to take be arranged with the station.

Right time 9Jxx Peterborough - Horsham and 9Sxx Cambridge - Brighton services must be given priority in the Up direction

Kings Cross station and all intermediate junctions to Alexandra Palace

Specific Regulating Objective:

The objective at Kings Cross station and the surrounding junctions is to regulate to minimise the delay to services and to allow arrivals to meet PPM

Every opportunity should be taken to ensure a right time presentation of Govia Thameslink Railway 'Thameslink' services into the 'Thameslink core'.

Every opportunity should be taken to achieve a **right time departure for northbound long distance services** to ensure they are within their Working Timetable path

2. Regulation statement for DONCASTER SIGNAL BOX

DONCASTER STATION – DOWN LEEDS TRAINS

- **Late running Down long distance services.** Northern services from Doncaster to Leeds may be regulated for a maximum of **7** minutes.

GRANTHAM STATION – UP TRAINS

When regulating East Midlands Trains 1LXX services towards Peterborough in the standard hour, consideration should be made where late running Class 1 ECML service are approaching Grantham. Should a Class 1 ECML service be located between Claypole and Grantham North at one minute prior to an EMT 1LXX departing Grantham, then the 1LXX service must depart via the Up Slow and be regulated accordingly at Highdyke Junction. Should a Class 1 ECML service be located north of Claypole at one minute prior to an EMT 1LXX departing Grantham, then the 1Lxx service must depart via the Up Fast and be regulated accordingly at Stoke Junction. Peterborough signaller must be advised of the regulating intention to avoid 1LXX being routed Up Fast inadvertently.

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