

NETWORK RAIL

RULES OF THE ROUTE

13 DECEMBER 2009 TO
11 DECEMBER 2010

ISSUE RECORD

Issue	Date	Comments
Version 1.0	14 November 08	Preliminary Proposal
Version 2.0	27 February 09	Final Principal Rules
Version 3.0	24 April 09	Final Principal Rules and Preliminary Proposal for Subsidiary Change
Version 4.0	31 July 09	Final Principal Rules and Final Subsidiary Rules
Version 4.1	23 October 09	Final Principal Rules and Final Subsidiary Changes
Version 4.2	05 February 10	Final Principal Rules and Final Subsidiary Changes
Version 4.3	26 March 10	Final Principal Rules and Final Subsidiary Changes
Version 4.4	09 July 10	Final Principle and Final Subsidiary Rules

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CONTENTS

		Page No.
Section 1	Introduction	4
Section 2	Glossary	15
Section 3	Guidelines for Granting Possessions	18
Section 4	Standard Possession Opportunities	22
Section 5	Possession Strategy	24
Section 6	Permissible Temporary Speed Restrictions	26
Section 7	Register of Possessions	28

Section 1.3 Contains amplification of the effect of RotR Section 4 items on the working time-table, including locations, where Engineering Recovery Allowance is added for available Section 4 Standard Possession Opportunities.

Section 4 Standard Possession Opportunities contains guidance on possession times that are available.

Section 5 Contains the Midweek Possession Strategy, a description of the opportunities available for possessions for the purpose of regular maintenance of the network. The Possession Strategy may contain possession opportunities that do not lie entirely within the Standard Possession Opportunities. These are clearly identified in Section 5.

Section 6 Sets out guidelines for the availability of Temporary Speed Restrictions (TSR) associated with engineering work. Territories and Area Delivery Planning Teams should use this section to assess the likely availability of a TSR.

Section 7 Identifiable major possessions which cannot be contained within the Standard Possessions Opportunities are shown in the Register. Consequently such possessions are not reflected in the Permanent Timetable and are Disruptive Possessions.

General restrictions on possession availability or disruption to train services are shown in Part 4 of this Introduction. In some cases, however, further restrictions exist on the availability of Disruptive Possessions, for example diversionary routes to be kept open. These will be shown either footnoted in Section 4 of the route, or as an additional comment in the traffic remarks of the appropriate Section 7 possession.

SECTION 1

INTRODUCTION

1.0 INTRODUCTION

The contents of Rules of the Route are determined by Network Rail through informal consultation with Train Operators and Network Rail Delivery Planners with the aim of achieving the optimal balance between access to the network for train operations and access for maintenance, renewal and enhancement work. This is followed by formal consultation with Train Operators in accordance with Access Condition D2, leading to the issue by Network Rail of the Final Rules of the Route. Train Operators have a right of appeal against the contents of the Final Rules of the Route under Access Condition D2.1.7.

Train Operators' Bids for train paths must be compliant with Rules of the Route.

The planning process for the Permanent Timetable is governed by the Network Code 1995, Part D (last amended in 1 September 2008). In the event of a conflict, the Network Code takes precedence over Track Access Agreements with individual Train Operators and Rules of the Route/Plan.

The following are the dates for publication of the Rules of the Route for the 2010 timetable year

Rules of the Route 2008	Issue Date	TOC/FOC Response Date	Remarks
Version 1 (Preliminary Proposal)	14/11/08	19/12/08	
Version 2 (Final/Decision Document)	27/02/09	20/03/09	Referral to dispute panel should be against this document within 15 working days of receipt
Version 3 (Preliminary Proposal for subsidiary period).	24/04/09	05/06/09	
Version 4 (Final/Decision Document).	31/07/09	21/08/09	Referral to dispute panel if necessary should be against this document within 15 working days of receipt

1.1. Applications For Possessions

1.1.1 Applications for possessions should be made at all times in accordance with Network Rail's possession planning process. For particular details of the mechanism for applying for possessions, requesters should contact the relevant Territory or Area Delivery Planning Team or the Network Access Unit.

1.1 Applications For Possessions (Contd.)

1.1.2 For the purpose of this document a possession is defined as any restriction of the network for Train Operators. This includes:-

- Rule Book TIIs
- Traction current isolations
- Signalling disconnections
- Temporary speed restrictions
- Operational telecommunications disconnections
- Plannable Rule Book TIIs

Applications for any of the above should be made in accordance with the laid down timescales.

1.1.3 All possessions contained within ROTR are exclusive of junctions or stations unless otherwise stated.

1.1.4 Wherever possible possessions should be contained within the standard possession opportunities shown in Section 4.

1.1.5 Any possession that requires an alteration to a train schedule will be treated as Disruptive. However, some possessions may appear initially to be Non-Disruptive, but will, nonetheless be treated as Disruptive. For example:

- the closure of some platform lines at a major station when the totality of the train service cannot be accommodated in the remaining available platforms;
- weeknight single line working where, due to the number of trains planned over the single line, the original train schedules may require further alteration.

1.1.6 Where a requester is in any doubt as to whether a possession is Disruptive or Non-Disruptive it should be assumed that it is Disruptive. Guidance should be obtained from the Network Access Unit.

1.1.7 Applications for Disruptive Possessions should be made as soon as requirements are known and should reach the Network Access Unit via the Area Delivery Planning team **no later than 31 weeks** prior to the start of the relevant 4-weekly period. Details of infrastructure train requirements (including on track machines) must be provided with the possession application.

1.1 Applications For Possessions (Contd.)

1.1.8 Applications for Non-Disruptive Possessions should be made as soon as requirements are known. These applications are made to the Area Delivery Planning teams, and guidance will only be sought from the NAU if there is doubt about the disruptive effects of the possession application

1.1.9 Where a TSR is required in conjunction with engineering work, full details of the TSR must be provided in PPS with the possession applications to which it applies.

1.1.10 If advice is required concerning any of the contents of this document, contact should be made with the Network Access Unit.

1.2. Specific Planning Arrangements

1.2.1 Sandite, De-Icing, and Ultrasonic Test Trains

- All possessions must be given up for the passage of Sandite, De-Icing, and Ultrasonic Test Trains as determined by Network Rail.
- Network Trains teams and Area Timing Teams must receive confirmation from the Area Delivery Planning Team and/or Network Access Unit before submitting a train schedule that runs foul of possessions in the RotR

1.3. Train Operator Consultation

1.3.1 Period Possession Plan

Every 4 weeks a detailed programme of proposed engineering works covering 4 weeks will be issued as the DPPP at least 28 weeks before the start of the 4 weeks concerned. This will contain details of proposed disruptive possessions, together with any non-disruptive possessions.

1.3.2 Informed Traveller

The CPPP will be issued 26 weeks prior to the start of the relevant 4 weekly period giving sufficient details of planned disruptive possessions to enable an assessment of train alterations to be made. Network Rail will advise details of Disruptive Possessions at this stage as part of the Informed Traveller process.

1.3. Train Operator Consultation (Contd.)

1.3.3 Trains Meetings

In certain instances, prior to the conclusion of Train Operator consultation, Network Rail may arrange a Trains Meeting for all affected Train Operators. This is most likely where a particular possession, or series of possessions, will result in significant train alterations.

Trains meetings will be held to:

- outline the likely disruptive effects
- determine train alterations required
- agree an outline train plan

Network Rail will meet with any Train Operator, if requested to discuss any concerns they may have.

1.3.4 Capacity Constraints

In some cases (e.g. Single Line Working, use of SIMBIDS) suggested capacity constraints are shown in these Rules alongside the appropriate possession. This is shown as a guide only. Precise line capacity cannot be determined until all bids have been made and offers made and accepted. In constructing their bids Train Operators should take into account the capacity constraints noted. Where SLW, Fast / Slow line running, or any other form of reduced track capacity is indicated in this publication, this applies between adjacent crossovers only, unless such work can be accommodated within the time allowance shown in 'Rules of the Plan'.

1.3.5 Other Timetable Issues

Where applicable these are documented in the territory appendices

1.4. Timetable Dating (Contd.)

1.4.2 Bank Holidays occur on the following dates, which may result in changes to the times available for possessions.

Bank Holidays

Holiday	Date	Week No.
Christmas Day/Boxing Day	Fri 25/12/2009	39
	Mon 28/12/2009	40
New Year	Fri 01/01/2010	40
Good Friday	Fri 02/04/2010	53
Easter Monday	Mon 05/04/2010	1
May Day	Mon 03/05/2010	5
Spring	Mon 31/05/2010	9
Summer (Scotland)	Mon 02/08/2010	18
Summer (England and Wales)	Mon 30/08/2010	22

1.4. Timetable Dating (Contd.)

1.4.3 On the following dates major events (which may have interregional implications) are due to take place, and may result in changes to the times available for possessions.

Major Events (to be completed for Version 2.0)

Date(s)	Week No.	Location	Event
February 2010	47	Wembley	Carling Cup
February 2010	45-52	Twickenham, Cardiff, Edinburgh	Six Nations Rugby
March 2010	51	Cheltenham	Horse Races
Early-Apr 2010	~2	Liverpool	Grand National
25 th Apr 2010	5	London	London Marathon
May 2010	6-9	Wembley	FA Cup, play-offs, FA Trophy
June 2010	12	NEC	Gardeners World
25-27 June 2010	13	Glastonbury	Glastonbury Festival
30 th June – 4 th July 2010	13-14	London	Henley Regatta
10-31 August 2010	20-23	Edinburgh	Edinburgh Festival
Mid-August 2010	20-21?	Chelmsford	V10 Music
27-29 August 2010	22	Reading	Reading Festival
27-29 August 2010	22	Leeds	Leeds Festival
27-29 August 2010	22	London	Notting Hill Carnival
Early September 2010	24?	Leuchers	Leuchers Air Show
1 st – 3 rd Oct 2010	27	Newport	Ryder Cup
13 th Nov 2010	33	London	Lord Mayors Show
14 th Nov 2010	33	London	Remembrance Sunday

1.4.4 Note that the clocks change on the following dates:

Spring (1 hour forward, British Summer Time):
Sunday 28th March 2010

Autumn (1 hour back, Greenwich Mean Time):
Sunday 31st October 2010

1.6. Change Procedure

The following standard ROTR change procedure is applicable to this document

Procedure for Altering Rules of the Route or Rules of the Plan other than through the Twice-Yearly Process Having Effect from a Passenger Change Date

1.6.1. Introduction

1.6.1.1. This Procedure has been devised in accordance with Network Code Condition D 2.1.10 to provide a means of altering Rules of the Route and/or Rules of the Plan other than through the twice-yearly process having effect from the Passenger Change Dates. It supersedes the interim arrangements included within certain Train Operators' Track Access Agreements and within certain Regional Rules of the Route and Rules of the Plan documents.

1.6.1.2. This procedure will be used by Network Rail to add, substitute or delete engineering access opportunities contained within Rules of the Route. All possessions so agreed will be regarded as being within Rules of the Route. Network Rail is committed to the achievement of the Informed Traveller deadlines resulting in details of amended train services being available 12 weeks before the date of operation, consequently, wherever possible, Network Rail will consult with Train Operators regarding possessions and other capacity restrictions which are disruptive to agreed train paths in sufficient time to allow details of those disruptive possessions to be included in a Confirmed Period Possessions Plan which will be published 26 weeks prior to the start of each 4-week period.

1.6.1.3. Where a need arises to amend Rules of the Route/Plan to cater for urgent safety requirements or other emergency situations, all parties concerned will co-operate in accelerating the normal timescales in this Procedure commensurate with the urgency of the circumstances.

1.6.2. Changes Initiated by Train Operators

1.6.2.1. A Train Operator may propose changes to any part of ROTR/P affecting or likely to affect that Train Operator.

1.6.2.2. The Train Operator shall submit a written statement of the proposed change and a concise explanation of the reasons for that change:

1.6.2.2.1. for ROTP, to its Network Rail lead Train Planning Manager who will acknowledge receipt and immediately copy the proposal to the Network Rail Train Planning Manager responsible for the relevant section of ROTP if not the lead TPM.

1.6.2.2.2. for ROTR, to the Network Access Unit Manager, who will acknowledge receipt.

1.6.2.3. Within 5 working days of receipt of the proposed change, Network Rail shall notify to all Train Operators affected details of the proposed change and Network Rail's comments including concise reasons for the change and a statement as to whether Network Rail supports the proposal.

1.6.3. Changes Initiated by Network Rail

1.6.3.1. Network Rail may propose changes to any part of ROTR/P.

1.6.3.2. Network Rail shall notify to all Train Operators affected details of the proposed change including a concise explanation of its reasons. Proposed changes to ROTR arising before publication of the Draft Period Possessions Plan shall be notified by Network Rail in a single coordinated document to be issued each 4 weeks.

1.6.4. Response by Train Operators

1.6.4.1. Each Train Operator receiving notification of a proposed change in accordance with paragraphs 1.6.2.3 or 1.6.3.2 above will consider that proposal and respond to Network Rail within 10 working days from receipt of the notification, indicating:

- its agreement to the proposed change or
- details of a counter-proposal and an explanation of its reasons or
- in the case of ROP items such as section running times, a request that a joint investigation is carried out.

1.6.4.2. Any Train Operator whose response is not received by Network Rail within 10 working days will be deemed to have agreed to the proposed change and will forfeit any right of Appeal.

1.6.5. Decision by Network Rail

1.6.5.1. Network Rail shall give due consideration to responses received from Train Operators in accordance with paragraphs 1.6.4.1 and 1.6.4.2 above and shall decide which changes, if any, should be made to ROR/P.

1.6.5.2. In reaching its decision, Network Rail shall have due regard to the Decision Criteria in Network Code Condition D6.

1.6.5.3. Network Rail will notify its decision to each affected Train Operator within 5 working days of the last date for receipt of responses under paragraph 4.1 above.

1.6.5.4. Any Train Operator, if it disputes Network Rail's decision, may Appeal to a Timetabling Panel and any such Appeal will be dealt with as though it had been made in accordance with Network Code Condition D2.1.7. Any Appeal must be referred to the Access Disputes Secretary in accordance with the timescales shown in Condition D5.1.1 (i.e. within 15 working days of notification by Network Rail of its decision)

SECTION 2

GLOSSARY

2.0 GLOSSARY

Certain abbreviations and terms are used throughout this document which are listed below, together with a definition of their meaning.

Term/Abbreviation		Meaning
AC + DC	-	Alternating Current and Direct Current
ALL	-	All lines
ASW	-	Amended Station Working
BDM	-	Business Development Manager
BLOCKED	-	Line blocked
BTET	-	Line blocked to electric traction
CPPP	-	Confirmed Period Possession Plan
CS	-	Carriage Siding
D*	-	Denotes Down Line (i.e Down Fast, Down Slow)
DPPP	-	Draft Period Possession Plan
ECS	-	Empty Coaching Stock
FOC	-	Freight Operating Company
M	-	Monday
T	-	Tuesday
W	-	Wednesday
Th	-	Thursday
F	-	Friday
Sa	-	Saturday
Sun	-	Sunday
Excl	-	Exclusive
FLT	-	Freightliner Terminal
GF	-	Ground Frame
icw or i.c.w.	-	In Connection With
Incl	-	Inclusive
JN	-	Junction
N/A	-	Not Applicable
NAU	-	Network Access Unit
NBS	-	No Booked Service
NPP	-	No Possession Permitted
PBS	-	Possession to be given up for the passage of Booked Services
PPS	-	Possession Planning System
RL	-	Relief Line
ROTR	-	Rules of the Route

Term/Abbreviation		Meaning
RVL	-	Reversible Line - signalled line will be open to trains in both directions
SB	-	Signal Box
SDG	-	Siding
SIMBIDS	-	Simplified Bi -Directional Signalling
SLW	-	Single Line Working
SUB	-	Suburban Line
TMD	-	Traction Maintenance Depot
TOC	-	Train Operating Company
TSR	-	Temporary Speed Restriction
U*	-	Denotes Up Line (i.e Up Main, Up Slow)
UTU	-	Ultrasonic Test Units
WEAVE	-	Trains to travel via alternative line in same direction e.g. Up Fast to Up Slow
WON	-	Weekly Operating Notice
WPA	-	Weeks per Annum
WTT	-	Working Timetable

SECTION 3

GUIDELINES FOR GRANTING POSSESSIONS

3.0 GUIDELINES FOR GRANTING POSSESSIONS

3.1 Information required from requesters when submitting Possession requests

The following information will be required from requesters when submitting Possession requests:-

- 3.1.1 Proposed date, start and finish time of worksites and Possessions.
- 3.1.2 Proposed method of protection.
- 3.1.3 Geographical extent of Possession (as shown in Sectional Appendix) and worksite mileage (miles/chains).
- 3.1.4 Start and finish times and geographical extent (as shown in the Sectional appendix) of electrical isolation (may be different to 3.1.3).
- 3.1.5 Loss of, or reduction in, any signalling facilities affected outside the Possession Outline infrastructure train requirements.
- 3.1.6 Outline infrastructure train requirements (detailed if at less than 32 weeks).
- 3.1.7 Any protective speed restriction required on adjacent lines which are open.
- 3.1.8 Reduction in available platform capacity (including actual length of platform available, and any special instructions for train drivers).
- 3.1.9 Effect on access to other facilities.
- 3.1.10 Significant OHLE voltage reductions.
- 3.1.11 Affected electrical feed equipment.
- 3.1.12 Any restrictions which will persist after the main Possession is given up.
- 3.1.13 If a TSR is to be imposed on the line affected after the Possession is given up, the speed and mileage of the restriction and date & times of relaxation / lifting of the TSR.
- 3.1.14 Work content.
- 3.1.15 Details of operational telecommunications disconnections.

3.2 Late Possession Requests

3.2.1 Late possession requests are defined as follows:-

A possession request made after 26 weeks before the start of the relevant possession which restricts the availability of the network requiring a TOC/FOC to bid for a short term planned alteration to a WTT service

3.2.2 A late possession request will only be considered where one or more of the following apply:-

- The possession is necessary for unavoidable work to restore or maintain the safety of the railway.
- The possession is necessary to mitigate or prevent significant disruption to the operation of the railway.
- The possession is necessary to prevent disruption to Network Rail's management of the railway.
- Where a legal agreement or contract requires that possession requests can be considered to shorter timescales.

3.2.3 Any late possession request must be supported by an appropriate Business Case.

3.2.4 The Disruptive Possession request will need to be authorised by the Head of Operations Planning and Network Performance. The possession will only be agreed by the Network Access unit once this authorisation is received.

3.3 Specific Restrictions

Certain specific restrictions apply, due to differing Route traffic patterns and those are shown in the attached appendices.

3.4 Dates for submission of requests

To ensure that the NAU has sufficient time available to validate and optimise possession requests prior to inclusion in the following issue of ROTR, it is necessary for proposed change requests for the ROTR to be received by the Friday three weeks prior to the issue date of the ROTR.

SECTION 4

STANDARD POSSESSIONS OPPORTUNITIES

4.0 STANDARD POSSESSION OPPORTUNITIES

These are shown, by territory, which indicate the times which would normally be available for engineering access opportunities of the Network.

SECTION 5

POSSESSION STRATEGY

5.0 POSSESSION STRATEGY

The Possession Strategy consists of summary of midweek possessions by Line of Route.

SECTION 6

PERMISSIBLE TEMPORARY SPEED RESTRICTIONS

6.0 PERMISSIBLE TEMPORARY SPEED RESTRICTIONS

This section provides a guide to the likely availability of temporary speed restrictions (TSRs) associated with planned engineering work. An assessment has been made of the speed and length of TSRs which can normally be accommodated, before they impact on train services. The result is the information contained in the following regional appendices. It is recognised TSRs will not always readily fall into the parameters shown as regards speed and distance, however, the delay to train services must not exceed the overall recovery time shown in the Rules of the Plan or Working Timetable. As an example, if the speed needs to be more restrictive than shown the distance needs to be reduced, to keep within the standard recovery time. It is important to recognise if the recovery time is exceeded, trains will be delayed, which can have far-reaching consequences.

When planning engineering work, which generates a TSR, cognisance should also be taken of any known condition of track, condition of bridge etc. speed restrictions which might be in operation at the same time.

Applications for TSRs must accompany possession applications and should be made via the Network Access Unit, in accordance with the normal possession planning procedures.

It should be noted specially a TSR will not always be automatically granted even if it conforms to the criteria set out in this section. Many factors come into the decision making process and the Network Access Unit will have the final say as to whether a TSR may be granted with the agreed RotR allowance.

Note, Engineering Recovery Allowances associated with timetable planning are shown in the Rules of the Plan.

SECTION 7

REGISTER OF POSSESSIONS

7.0 REGISTER OF POSSESSIONS

This section contains details, by territory, of significant programmes of work which are likely to take place during the year together with major possessions which it has not been possible to contain within the standard possession opportunities.

Once the territory has issued its Confirmed Period Possession Plan (CPPP), this supersedes any items shown in this section for the weeks covered in the CPPP.

Note that items shown as “Superseded by CPPP” have been updated with the latest possession information from PPS. This is for planning purposes only, and full possession details can be found in the relevant CPPP.