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Early Indicator of Likely Congested Infrastructure: Euston to North Wembley (All Lines)

In accordance with the Network Rail Management of Congested Infrastructure Code of Practice (March 2024) (hereafter referred to as the “[Code of Practice](#)”), Network Rail is issuing this Early Indicator of Likely Congestion in relation to the section of the network between Euston and North Wembley, known as the Acton Lane feeding area.

Network Rail is anticipating growth in electric traction services across all electrified Routes within the North West & Central Region and have developed this advisory notice following on from operator engagement to understand the likely and aspirational forecast demand.

Area	Southern Boundary			Northern Boundary		
	Line of Route	Mileage	Nearest Tiploc	Line of Route	Mileage	Nearest Tiploc
Acton Lane	LEC1	0	EUSTON	LEC1	9 miles 5 chains	NWEMJN

Analysis undertaken to date indicates that there remains potential for this area of the network to support additional electric traction services between 22:00 and 06:00.

The draw on electrical traction capability is variable throughout the day and as a result, specifying times when the network is at or exceeding these draws would be indicative only. As timetables change or are amended on either a long or short-term basis the times of high-power consumption are liable to shift within a 24-hour period. It is anticipated that, regardless of the timetable pattern, the requirements on the electrical traction capability will remain at the levels which are causing concern.

This Early Indicator notice is issued in anticipation of a future formal declaration in line with the Code of Practice Section 3.2.1 (C) and (D).

Network Rail has concerns around some power supply and electrical traction capability constraints and the fact that the North West & Central network is very close to, at or exceeding these limits.

Areas of concern include:

- Acton Lane feeding area
- Washwood Heath / Willenhall feeding area
- Crewe / Weaver feeding area

This Early Indicator notice is one of three (stated above) being issued simultaneously relating to the impact of these capability constraints on known or likely applications for electric traction capacity.



Network Rail has already noted that it cannot support two access right applications from a passenger train operator due to electrical traction constraints in the Acton Lane feeding area and has previously notified the ORR of its concerns on the 31st December 2022. In that communication Network Rail confirmed that "Network Rail advised that the ability to accommodate additional services is dependent on the completion of Bushey Feeder Station Power Supply Upgrade."

Concerns around the power supply at Acton Lane remain and were the subject of further discussion with the ORR in September 2023.

The following study has already been completed and informed Network Rail's responses to the previous track access applications:

- Bushey Power Supply Upgrade Neutral Section – Traction Power Modelling Report – September 2021

Network Rail have provided the ORR with an update on 27th July 2023 regarding the situation at Bushey - "In our representations dated 06 January 2023 Network Rail informed the ORR that the Bushey Feeder Station Power Supply Upgrade programme at the time, showed a P80 entry into service of 2nd April 2024. Unfortunately the programme to upgrade Bushey feeder station Power Supply is currently paused whilst a thorough review of costs is undertaken due to the escalating cost of implementation in part due to inflationary pressures and supply chain constraints. At the moment the impact on the entry into service date is not known."

Network Rail will continue to provide updates to the ORR and DfT on progress with the Bushey PSU Project, which is partially funded, but currently paused following the above mentioned cost review.

This notice is non-binding and advisory only with no legal or contractual status as detailed within the Code of Practice. As this notice is non-binding, it does not trigger the requirement for Network Rail to undertake either a Capacity Analysis, or a Capacity Enhancement Plan. Should the circumstances on this route require a formal declaration of congested infrastructure then the process outlined within the Code of Practice will be followed in order to comply with the Railways (Access Management and Licensing of Railway Undertakings) Regulations 2016.

A copy of this notice will be published on the Network Rail website.

A handwritten signature in blue ink, appearing to read "Chris Rowley", with a long horizontal line underneath.

Chris Rowley
Capacity Planning Director



Appendix to Early Warning Indicator for the Acton Lane Feeding Area

The below map is attached to this Early Warning Indicator to evidence the geographical extent of the notice. This notice relates to the orange shaded area.

