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Early Indicator of Likely Congested Infrastructure: Crewe to Liverpool (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 Crewe-Weaver and Liverpool.

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			Western Boundary		
	Line of Route	Mileage	Nearest Tiploc	Line of Route	Mileage	Nearest Tiploc	Line of Route	Mileage	Nearest Tiploc
Crewe – Weaver/ Liverpool	CGJ1	158 miles 12 chains	CREWECY	CGJ1	175 miles 8 chains	WEAVERJ	WJL1-4	193 miles 52 chains	LVRPLSH

Analysis undertaken to date indicates that there remains potential for this area of the network to support additional electric traction services between the following times:

Capacity remains across multiple time slots overnight from circa 10pm to 6am. Throughout the daytime, capacity is more frequently used, however time slots may be available in the early afternoon and late evening and power modelling would be used to assess any new requests.

The draw on power supplies 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 power supply 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 outlined its concerns around some power supply and electrical traction constraints and the fact that the North West & Central network is very close to, at or exceeding these limits.

These 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 one access right application from a passenger train operator due to power supply constraints in the Crewe/Weaver feeding area and has previously notified the ORR of its concerns on the 31st December 2022.

Concerns around the power supply at Crewe/Weaver remain and have been re-emphasised with the ORR as recently as 21st September 2023.

At the Risk Review and Briefing of Timetable Change process (previously referred to as 'TCRAG'), Network Rail has highlighted and discussed with operators the power supply risks for December 2023 and June 2024, specifically around the Crewe-Weaver area.

Network Rail is working with the DfT on the production of a Business Case and funding solutions for this section of the network.

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 and issued to the industry.

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 Crewe/Weaver - Liverpool

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.

