See email distribution list

Engineering Access Planning
The Quadrant MK
Elder Gate
Milton Keynes
MK9 1EN

27 October 2023

Dear Colleague

2025 Version 1 Engineering Access Statement

Version 1.0 of the 2025 Engineering Access Statement (EAS) will be published on the Network Rail website on Friday 27th October 2023.

The EAS files will be available for you to download from the Network Rail website - just type “Operational Rules” in the search field and look for 2025 EAS folder. An updated copy of the 2024 EAS (Version 4.1) will also be published in the 2024 EAS folder.

If you have any difficulties downloading the EAS please contact your Access Planning Manager who will arrange to have the main files emailed to you.

The changes to 2025 Sections 4 and 5 between EAS 2024 Version 4.0 and EAS 2025 Version 1 have been highlighted with the traditional red type and thick black line.

Section 7 will NOT show a Section 7 comparison against EAS 2025 V0.

Business in the Community AWARDS 2008 Healthy Communities
Business in the Community AWARDS 2009 Example of Excellence for Talent
Business in the Community AWARDS 2009 Active communities

The timeline for the formal development of the 2025 EAS is:

Principle Timetable Period

By close of business on Friday 27th October 2023
Publication of Version 1 of the EAS - Proposal Document

By close of business on Friday 1st December 2023
Operators to respond to Version 1 of the EAS proposals.
Failure to respond with objections may jeopardise your right to appeal against Network Rail's decision documents.

By close of business on Friday 9th February 2024
Publication of Version 2 of the EAS - Decision Document.
No later than the publication date for Version 2, Network Rail will provide each operator with an individual response to their comments made in response to Version 1.

Within 15 working days, i.e. by close of business on Friday 1st March 2024 operators must refer any aspect of the access decisions made by Network Rail in Version 2 of the EAS which they are unable to support to the ADC panel.

Subsidiary Timetable Period

By close of business on Thursday 28th March 2024
Publication of Version 3 of the EAS - Proposal Document

By close of business on Friday 3rd May 2024
Operators to respond to Version 3 of the EAS proposals.
Failure to respond with objections may jeopardise your right to appeal against Network Rail's decision documents.

By close of business on Friday 12th July 2024
Publication of Version 4 of the EAS - Decision Document.

No later than the publication date for Version 4, Network Rail will provide each operator with an individual response to their comments made in response to Version 3.

Within 15 working days, i.e. by close of business on Friday 2nd August 2024 operators must refer any aspect of the access decisions made by Network Rail in Version 4 of the EAS which they are unable to support to the ADC panel.

Planning of Section 4 'disruptive' period blocks:

It is our intention to continue to package work into engineering periods and the message that my National Access Planning Team has provided to work delivery teams is that they need to continue to develop work packages and sequence access on consecutive weeks and in periods.

We will keep the annual timetable split into broadly 6 week periods and where possible plan possessions sequentially within these periods. Instead of including this access as disruptive Section 4 Period Blocks for Version 0 without your input, our proposal is that we would document all possessions in Section 7 and through consultation with all impacted Operators only then transfer the disruption from Section 7 to Section 4 of the EAS and subsequently the Working Timetable.

This proposal, which alters the way that Section 4 restrictions are negotiated, excludes established two-track railway and reduced timetable capacity planning rules. Changes to these established access patterns can have a material impact on the way maintenance and renewals are delivered. If you have an aspiration to change an established two-track railway or reduced timetable capacity planning rule please can I ask you to identify these in advance of the EAS process so the lengthy process of dialog with work delivery and timetable planning teams can get underway.

Key steps in the process for negotiation of period block restrictions:

- Continue to guide work delivery teams to package works into sequential blocks of access and thus into timetable engineering periods.
- During the informal dialog my Access Planning Team and Operators include in their discussions a view around the preferred timetabling strategy to apply for the access (LTP or STP).
- In Version 0 of the EAS all possessions to be included in Section 7 (on some routes currently if a possession is included in a period block a corresponding possession is not included in Section 7). This may exclude established two-track railway and reduced timetable capacity planning rules which, where appropriate, will remain in Section 4.
- With the publication of Version 0 of the EAS a summary of the Section 7 possessions included in Version 0 which Network Rail believes could be timetabled as a period block will be provided.
- At the Version 0 consultation meetings the Access Planning Managers will facilitate a discussion with all impacted operators focused on which repeating possessions should be included in Section 4 Version 1 of the EAS and influence the new working timetable.

If agreement cannot be reached with all impacted parties as to whether or not a series of work should be included in Section 4, Network Rail will need to reach a conclusion in accordance with Decision Criteria principles, in particular considering the:

- Split of Operator and Network Rail train planning workload between LTP and STP.
- Confidence in the package of work that is proposed.
- Complexity of the plan.
- Timescales.
- How will the plan be communicated to passenger and freight customers; will the plan be consistent for front line staff to execute?
- The likelihood of possessions which could in isolation be planned under Section 4 being subject to fundamental recast on a weekly basis due to other adjacent Section 7 blocks which vary week-by-week.

Any decision by Network Rail to either include or exclude a disruptive engineering period from EAS Version 1 will be supported with a clear summary and reasoning behind the decision. If discussions between Versions 1 and 2 fail to reach a suitable outcome for all impacted parties, opportunity would then therefore exist for the decision to be registered and heard at ADC by a displeased party.

The Timetable Engineering Periods for 2025 are:

TIMETABLE PERIODS 2025

	Period A				Period B							Period C						Period D								Period E					Period F
	DECEMBER				JANUARY					FEBRUARY				MARCH				APRIL				MAY				JUNE					JUL
Wk	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Sat	30	07	14	21	28	04	11	18	25	01	08	15	22	01	08	15	22	29	05	12	19	26	03	10	17	24	31	07	14	21	28
Sun	01	08	15	22	29	05	12	19	26	02	09	16	23	02	09	16	23	30	06	13	20	27	04	11	18	25	01	08	15	22	29
Mon	02	09	16	23	30	06	13	20	27	03	10	17	24	03	10	17	24	31	07	14	21	28	05	12	19	26	02	09	16	23	30
Tue	03	10	17	24	31	07	14	21	28	04	11	18	25	04	11	18	25	01	08	15	22	29	06	13	20	27	03	10	17	24	01
Wed	04	11	18	25	01	08	15	22	29	05	12	19	26	05	12	19	26	02	09	16	23	30	07	14	21	28	04	11	18	25	02
Thu	05	12	19	26	02	09	16	23	30	06	13	20	27	06	13	20	27	03	10	17	24	01	08	15	22	29	05	12	19	26	03
Fri	06	13	20	27	03	10	17	24	31	07	14	21	28	07	14	21	28	04	11	18	25	02	09	16	23	30	06	13	20	27	04

	Period F				Period G							Period H					Period J								
	JULY				AUGUST				SEPTEMBER			OCTOBER					NOVEMBER				DECEMBER				
Wk	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Sat	05	12	19	26	02	09	16	23	30	06	13	20	27	04	11	18	25	01	08	15	22	29	06	13	20
Sun	06	13	20	27	03	10	17	24	31	07	14	21	28	05	12	19	26	02	09	16	23	30	07	14	21
Mon	07	14	21	28	04	11	18	25	01	08	15	22	29	06	13	20	27	03	10	17	24	01	08	15	22
Tue	08	15	22	29	05	12	19	26	02	09	16	23	30	07	14	21	28	04	11	18	25	02	09	16	23
Wed	09	16	23	30	06	13	20	27	03	10	17	24	01	08	15	22	29	05	12	19	26	03	10	17	24
Thu	10	17	24	31	07	14	21	28	04	11	18	25	02	09	16	23	30	06	13	20	27	04	11	18	25
Fri	11	18	25	01	08	15	22	29	05	12	19	26	03	10	17	24	31	07	14	21	28	05	12	19	26

PERIOD BLOCK DATES	
Period A -	0001 Sun 15/12/2024 to 2359 Sun 29/12/2024 (3 Sundays)
Period B -	0001 Mon 30/12/2024 to 2359 Sun 09/02/2025 (6 Sundays)
Period C -	0001 Mon 10/02/2025 to 2359 Sun 30/03/2025 (7 Sundays)
Period D -	0001 Mon 31/03/2025 to 2359 Sat 17/05/2025 (6 Sundays)
Period E -	0001 Sun 18/05/2025 to 2359 Sun 15/06/2025 (5 Sundays)
Period F -	0001 Mon 16/06/2025 to 2359 Sun 27/07/2025 (6 Sundays)
Period G -	0001 Mon 28/07/2025 to 2359 Sun 14/09/2025 (7 Sundays)
Period H -	0001 Mon 15/09/2025 to 2359 Sun 26/10/2025 (6 Sundays)
Period J -	0001 Mon 27/10/2025 to 2359 Sat 13/12/2025 (6 Sundays)

Network Rail

Period E Starts 3rd Sunday in May

the start of the next timetable is the Sunday after the 2nd Saturday in december

Public Holidays and Key Dates:

Date	Bank holiday	Region	Day
Wednesday December 25th, 2024	Christmas Day	Nationwide	Wednesday
Thursday December 26th, 2024	Boxing Day	Nationwide	Thursday
Wednesday January 1st, 2025	New Year's Day	Nationwide	Wednesday
Thursday January 2nd, 2025	2nd January	Scotland	Thursday
Friday April 18th, 2025	Good Friday	Nationwide	Friday
Monday April 21st, 2025	Easter Monday	Nationwide	Monday
Monday May 5th, 2025	Early May Bank Holiday	Nationwide	Monday
Monday May 26th, 2025	Spring Bank Holiday	Nationwide	Monday
Monday August 4th, 2025	Summer Bank Holiday	Scotland	Monday
Monday August 25th, 2025	August Bank Holiday	England, Wales, NI	Monday
Monday December, 1st, 2025	St Andrew's Day	Scotland	Monday

Date	Timetable Activity
Sunday December 15th, 2024	Start of December Timetable (Timetable year 2025)
Sunday May 18th, 2025	May Timetable change
Sunday December 14th, 2025	Start of December Timetable (Timetable year 2026)

Date	British Summer Time
Sunday March 30th, 2025	Clocks go forward
Sunday October 26th, 2025	Clocks go back

If you require further information or if I can help further, please give me a call.

Yours sincerely

Mark Sleet
Head of National Access Planning
Network Rail

NETWORK RAIL

ENGINEERING ACCESS STATEMENT

Sunday 15th December 2024 to
Saturday 13th December 2025

ISSUE RECORD

Issue	Date	Comments
V0	22/09/2023	D64 Draft Rules
V1	27/10/2023	Rules Proposal
V2	09/02/2024	Final Rules
V3	29/03/2024	Rules Proposal
V4	12/07/2024	Final Rules

Issued by:

Network Rail
Capacity Planning
The Quadrant:MK
Elder Gate
Milton Keynes
BUCKINGHAMSHIRE
MK9 1EN

Tel: 085 65681 (internal)
01908 723681 (external)

Email: planningpublications@networkrail.co.uk

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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.

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Section 7 Identifiable major possessions which cannot be contained within the standard possession opportunities are shown in the register. Consequently, such possessions are not reflected in the permanent timetable and are disruptive possessions.

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SECTION 1

INTRODUCTION

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1.0 Introduction

The contents of Engineering Access Statement are determined by Network Rail through informal consultation with Train Operators and Access Planning Managers in Network Rail, 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 Engineering Access Statement. Train Operators have a right of appeal against the contents of the Final Engineering Access Statement under Access Condition D2.2.8.

Train Operators' Access Proposals for train paths must be compliant with Engineering Access Statement.

The planning process for the Permanent Timetable is governed by the Network Code 1995, Part D (last amended 27th July 2021). In the event of a conflict, the Network Code takes precedence over Track Access Agreements with individual Train Operators and Engineering Access Statement/Timetable Planning Rules.

The following are the dates for publication of the Engineering Access Statement for the 2024 timetable year

Engineering Access Statement 2024	**Issue Date**	**D54 TOC/FOC Response Date/D41 End of Appeal Date**	**Remarks**
Version 1 Rules Proposal	27/10/2023	**01/12/2023**	
Version 2 Final Rules	09/02/2024	**01/03/2024**	Referral to dispute panel should be against this document within 15 working days of receipt
Version 3 Proposal for Subsidiary Rules Changes	29/03/2024	**03/05/2024**	
Version 4 Final Rules	12/07/2024	**02/08/2024**	Referral to dispute panel should be against this document within 15 working days of receipt

1.1 Applications for Possessions

1.1.1 Applications for possessions should always be made in accordance with Network Rail's possession planning process. For details of the mechanism for applying for possessions, work delivers should contact their relevant Area Delivery Planning Team or the Route Engineering Access Planning team.

1.1.2 Sequence of activities:

- Continuous Planning
- D-90 to D-65 Construct Annual Access Plan
- D-64 to D-23 Negotiate and publish Engineering Access Statement
- TW-47 to TW-26 Build the Period Possession Plan
- TW-26 to TW-12 Amend the Weekly Timetable
- TW-12 to TW-4 Finalise the Weekly Delivery Plans
- TW-4 to TW-0 Make network available for STP services

<u>D-90 to D-65 Construct Annual Access Plan</u>
D-80, Engineering Access Planning team shall gather as much detail as possible about the access and resource demands of major works within Infrastructure Investment and cyclical work volumes within Asset Management and Infrastructure Maintenance.

The plan at this stage should include:

- Confirmation of funding
- Specification of inspection and delivery frequencies
- Specification of renewal and enhancement programs
- Cyclic maintenance frequencies
- Description of work, ELR, mileage and line of work
- Area and lines required BLOCKED

Route Access Planning team including the Engineering Access Planning team, set out Network Rails strategy and starts negotiating the proposed plan with principal stakeholders throughout the rail industry. The information gathered as this stage of the planning process will be used to create the access plan incorporated within the draft version of the Engineering Access Statement.

Consultation with the customer during this time is lead by the Engineering Access Planning planners and looks like:

- At D-75, a national meeting, reviewing plans for mainline intercity passenger routes and key freight flows. This is followed by presentation on key topics and local operator meetings on an ad hoc basis.
- Keep speaking as the plan develops, make better use of phone.
- Train planning representatives are to be included in the national meetings

1.1.3 D-64 to D-23 Negotiate and Publish Engineering Access Statement

Between D-64 to D-23 the Engineering Access Planning Team leads the negotiation of the disruptive engineering access plan working in close collaboration with colleagues in NDS.

- Between D-59 and D-46 the Engineering Access Planning Team formally consults the plan with customers/stakeholders
- The 'decision' (final) version of the Engineering Access Statement document is published at D44. This is the formal decision of the changes that Network Rail has decided to include based upon the responses received from train and freight operators.

Although the timescales for this stage appear to overlap with next stage this is not the case. D-23 refers to the production of the Engineering Access Statement for the second half of the year.

1.1.4 TW-47 to TW-26 Build Period Possession Plan

Detailed possession and resource plans continue to be developed by area planning colleagues in the Area Teams. All requirements for additional, amended or cancelled disruptive engineering access and non-disruptive engineering access need to be compiled into the Draft Period Possession Plan (DPPP).

At TW-36 the Area Team planners hold a period planning meeting. This review of the work is undertaken between TW-36 to TW-40 and occurs every four weeks. The plan is then confirmed by work delivery colleagues. Following the area TW-36 DPPP Meeting attendees update traffic remarks in PPS and NROL as necessary.

At TW-30 the Engineering Access Planning Team (EAPT) prepare the Train Operator Draft Period Possessions Plan (DPPP), check availability of diversionary routes and confirm operators are required to Access Proposal amended train schedules in connection with the structure of amended train plan comments for the disruptive possessions that are included in the DPPP. The Draft Period Possession Plan is prepared from PPS prior to TW-28.

TW-28 Train Operator DPPP Meeting: At this meeting, chaired by the Route Planning Team, the Draft Period Possession Plan is reviewed with the train and freight operators, with particular attention being applied to changes from Engineering Access Statement and to items disputed at that time. The agreed access arrangements from this meeting become the Confirmed Period Possession Plan.

After the TW-28 Train Operator DPPP Meeting, the Engineering Access Planning Team consolidates all the agreed changes in PPS and then issues the Confirmed Period Possessions Plan (CPPP) at TW-26.

1.1.5 TW-26 to TW-12 Amended Weekly Timetable

Train planners in the Production and National Timetable planning teams retime services in response to the agreed disruptive engineering access confirmed in the CPPP. During this period Route planners will accept additional worksite requests that create new Engineering Access Statement section 4 possessions on the condition that they are not formally agreed until available network capacity is confirmed at TW-12 post development of the amended timetable plan. Available network capacity is identified to Area Planning Teams in the form of 'access easements spreadsheet' compile and disrupted by the Engineering Access Planning Team.

Train operators' TW-18 Access Proposals that conflict with the possessions in the CPPP, must firstly be rejected by the Production Timetable Planning teams. If necessary, Production Timetable Planning teams via the Engineering Access Planning team will make a request to Area Planning Team colleagues for support for the published possessions to be amended.

Production and National Timetable planners will advise the Engineering Access Planning team of the occasions it has been necessary to infringe upon an unpublished (in CPPP) section 4 Engineering Access Statement standard possession opportunity during validation of operators' TW-18 amended timetable Access Proposals.

The Engineering Access Planning team will capture in the access easement spreadsheet the agreed section 4 Engineering Access Statement standard possession opportunity easements from:

a) Engineering Access Statement consultation
b) Period Plan Engineering Haulage Meeting
c) DPPP
d) Production Timetable Planning teams, TW-18 to TW-12 timetable validation work

At TW-12 the Engineering Access Planning team will advise Area/Route Planners of the required easements to unpublished (in CPPP) section 4 standard Engineering Access Statement possession opportunities via the access easement spreadsheet.

1.1.6 Finalise Weekly Delivery Plans TW-12 and TW-4

Area/Route Planners finalise the possession plan. Possessions will be confirmed in the remaining network capacity. Work continues to be built into existing possessions and worksites and well as new possessions.

Further amended timetable work must be compliant with the existing easements agreed on the TW-12 access easement spreadsheet.

1.1.7 Make network available for STP services TW-4 and TW-0

This phase is where the remaining network capacity is handed back to Train Operators, any additional possession post publication of the draft WON to be progressed via the late notice disruptive possession process.

Any section 4 standard Engineering Access Statement possession opportunities not included in the draft WON can be assumed as not required by work delivers. The unpublished section 4 standard Engineering Access Statement possession opportunities not included in the publication of the Draft WON return to being available timetable white space which freight and passenger operators are welcome to submit and Access Proposal into.

Making changes to access plans after publication of the WON at T-10d increases the safety risks associated with the plan. Only those items of works with a significantly positive business case shall be included during this phase and only after all safety risks have been mitigated.

1.1.8 Continuous planning

Supporting the period and weekly planning meeting chaired by Area Delivery Planning teams continue positive dialogue at any stage in the planning process to raise and resolve issues is encouraged between Area/Route Delivery Planning teams, O&CS and all work delivers.

Area Planners shall provide a response to issues and questions within a maximum of two weeks of receipt. Network Rail behaviours shall be employed by all involved to deliver the optimum plan for Network Rail and its customers.

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

- Rule Book T3 and pre-plan disruptive T2 possessions
- Traction current isolations
- Signalling disconnections
- Temporary speed restrictions
- Operational telecommunications disconnections

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

1.1.10 All possessions contained within Engineering Access Statement are exclusive of junctions or stations unless otherwise stated.

Unless it is stated otherwise in the relevant section 4 tables/footnotes or the section 5 or 7 traffic remarks, where there is a stagger in the available possession times and an adjacent line next to the possession is open to traffic: this line should be treated as being open for train movements in all directions as shown in Table A of the Sectional Appendix.

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

1.1.12 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.

1.1.13 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 Engineering Access Planning Team.

1.1.14 Applications for disruptive possessions should be made as soon as requirements are known and should reach the Engineering Access Planning Team via the Area/Route Planning team no later than 37 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.

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

1.1.16 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.

1.1.17 If advice is required concerning any of the contents of this document, contact should be made with the Engineering Access Planning Team.

1.2 Specific Planning Arrangements

1.2.1 Autumn Treatment Trains, De-Icing, Structure Gauging Trains Ultrasonic Test Trains:

- All possession must be given up for the passage of Autumn Treatment Trains and De-Icing services.
- Engineering Access Statement section 4 standard possession opportunity possessions must be given up for the passage of Ultrasonic Test Trains, New Measurement Train and all PLPR Trains (Plain Line Pattern Recognition machines, Track Recording Coach (TRC) and Track Inspection Coach (TIC2)) as determined by Network Rail as stated in Section 4 of this document.
- Engineering Access Statement Section 5 and 7 possessions to take into account all Ultrasonic, New Measurement Train and all PLPR Trains (Plain Line Pattern Recognition machines, Track Recording Coach (TRC) and Track Inspection Coach (TIC2)) and Weather Treatment Trains that are planned in the WTT but all STP services to be timed around such possessions unless agreed otherwise.
- Production timetable planning Network Trains Teams and Area Timing Teams must receive confirmation from the Area Delivery Planning Team and/or Engineering Access Planning Team before submitting a train schedule that runs foul of possessions in the Engineering Access Statement.

1.2.2 Improving Network Availability, before requesting a possession which will disrupt passenger and freight operators consider the following:

- Can the work be done in such a way that does not disrupt train services?
- Can you do more to reduce the disruption to train operators by making safe us of adjacent line open or single line working arrangements
- Is there a suitable diversionary route that can be safely use?
- Can the work be carried out in an existing possession?
- Can you release parts of the line during possession (e.g staggered start and finish times for each line)?
- Can the work be carried out in fewer longer or more short possession durations?

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 enough 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.

1.3.3 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 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 Access Proposals have been made and offers made and accepted. In constructing their Access Proposals Train operators should consider 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 ‘Timetable Planning Rules’.

1.3.5 If a Train Operator wishes to make a Train Operator Variation Request or protect the slot of an existing train slot which is not compliant with Engineering Access Statement, it should consult the Engineering Access Planning Team to establish whether an amendment to Engineering Access Statement is likely to be agreed and, if appropriate, submit an amendment proposal which will be considered by Network Rail in accordance with Section 1 clause 5.2 of this Introduction. The Engineering Access Statement amendment proposal should be submitted to Network Rail as early as possible or with the submission of the Train Operator Variation Request.

1.3.6 Normally possessions other than emergency possessions will have been agreed 26 weeks in advance of the week in question, and after this time Network Rail will usually support an Engineering Access Statement amendment proposal to allow acceptance of a Train Operator Variation Request which does not conflict with planned possessions. Where a Train Operator Variation Request relates to the carriage of exceptional numbers of passengers in connection with a sporting or other public event, Network Rail recognises that it may be appropriate to cancel possessions to allow the Train Operator Variation Request to be accepted.

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1.4 Timetable Dating

1.4.1 The following standard engineering timetable periods will apply.

December 2024 – December 2025

TIMETABLE PERIODS 2025

	Period A				Period B					Period C							Period D								Period E					Period F
	DECEMBER				JANUARY					FEBRUARY				MARCH				APRIL				MAY				JUNE				JUL
Wk	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Sat	30	07	14	21	28	04	11	18	25	01	08	15	22	01	08	15	22	29	05	12	19	26	03	10	17	24	31	07	14	21	28
Sun	01	08	15	22	29	05	12	19	26	02	09	16	23	02	09	16	23	30	06	13	20	27	04	11	18	25	01	08	15	22	29
Mon	02	09	16	23	30	06	13	20	27	03	10	17	24	03	10	17	24	31	07	14	21	28	05	12	19	26	02	09	16	23	30
Tue	03	10	17	24	31	07	14	21	28	04	11	18	25	04	11	18	25	01	08	15	22	29	06	13	20	27	03	10	17	24	01
Wed	04	11	18	25	01	08	15	22	29	05	12	19	26	05	12	19	26	02	09	16	23	30	07	14	21	28	04	11	18	25	02
Thu	05	12	19	26	02	09	16	23	30	06	13	20	27	06	13	20	27	03	10	17	24	01	08	15	22	29	05	12	19	26	03
Fri	06	13	20	27	03	10	17	24	31	07	14	21	28	07	14	21	28	04	11	18	25	02	09	16	23	30	06	13	20	27	04

	Period F				Period G							Period H					Period J							
	JULY				AUGUST				SEPTEMBER				OCTOBER					NOVEMBER				DECEMBER			
Wk	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
Sat	05	12	19	26	02	09	16	23	30	06	13	20	27	04	11	18	25	01	08	15	22	29	06	13	20
Sun	06	13	20	27	03	10	17	24	31	07	14	21	28	05	12	19	26	02	09	16	23	30	07	14	21
Mon	07	14	21	28	04	11	18	25	01	08	15	22	29	06	13	20	27	03	10	17	24	01	08	15	22
Tue	08	15	22	29	05	12	19	26	02	09	16	23	30	07	14	21	28	04	11	18	25	02	09	16	23
Wed	09	16	23	30	06	13	20	27	03	10	17	24	01	08	15	22	29	05	12	19	26	03	10	17	24
Thu	10	17	24	31	07	14	21	28	04	11	18	25	02	09	16	23	30	06	13	20	27	04	11	18	25
Fri	11	18	25	01	08	15	22	29	05	12	19	26	03	10	17	24	31	07	14	21	28	05	12	19	26

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

Bank Holidays Dates

Date	Bank Holiday	Region	Day
December 25th 2024	**Christmas Day**	**Nationwide**	**Wednesday**
December 26th 2024	**Boxing Day**	**Nationwide**	**Thursday**
January 1st 2025	**New Years Day**	**Nationwide**	**Wednesday**
January 2nd 2025	**Bank Holiday**	**Scotland**	**Thursday**
March 17th 2025	**St Patricks Day**	**Northern Ireland**	**Monday**
April 18th 2025	**Good Friday**	**Nationwide**	**Friday**
April 21st 2025	**Easter Monday**	**England, Wales, Northern Ireland**	**Monday**
May 5th 2025	**Early May Bank Holiday**	**Nationwide**	**Monday**
May 26th 2025	**Spring Bank Holiday**	**Nationwide**	**Monday**
August 4th 2025	**August Bank Holiday**	**Scotland**	**Monday**
August 25th 2025	**August Bank Holiday**	**England, Wales, Northern Ireland**	**Monday**
December 1st 2025	**St Andrews Day**	**Scotland**	**Monday**

British Summer Time Dates

Date	British Summer Time	Region
Sunday March 30th 2025	British Summer Time Starts (Clocks go forward)	**Nationwide**
Sunday October 26th 2025	British Summer Time Ends (Clocks go back)	**Nationwide**

1.4.4 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.

Week	Date(s)	Event	Location
40	1st January 2025	New Years' Day Parade	London
TBC	February 2025 TBC	London Boat Show	London
TBC	February – March 2025 TBC	Six Nations Rugby	London, Cardiff, Edinburgh
TBC	February 2025 TBC	Brighton Half Marathon	Brighton
TBC	March 2025 TBC	NEC Crufts (Dog Show)	NEC Birmingham
TBC	March 2025 TBC	Cheltenham Festival	Cheltenham
TBC	March/April 2025 TBC	University Boat Races	Putney, Barnes
TBC	April 2025 TBC	The London Classic Car Show	Excel, London
TBC	April 2025 TBC	London Marathon	London
TBC	May 2025 TBC	FA Cup Final	Wembley
TBC	May 2025 TBC	FA Vase/Trophy Final	Wembley
TBC	May 2025 TBC	Women's FA Cup Final	Wembley
TBC	May 2025 TBC	EFL Championship Play Off Final	Wembley
TBC	May 2025 TBC	National Armed Forces Day	TBC
TBC	May 2025 TBC	League One Play Off Final	Wembley
TBC	May 2025 TBC	League Two Play Off	Wembley
TBC	June 2025 TBC	Grand National	Aintree
TBC	June 2025 TBC	National League Promotion Final	Wembley
TBC	June 2025 TBC	Epsom Derby	Epsom
TBC	June 2025 TBC	Download Festival	Donnington Park, Derbyshire
TBC	June 2025 TBC	Royal Ascot	Ascot
TBC	June 2025 TBC	Isle of Wight Festival	Isle of Wight
TBC	June 2025 TBC	Glastonbury Festival	Castle Cary
TBC	June 2025 TBC	Champions League	TBC
TBC	July 2025 TBC	Wimbledon Tennis	Wimbledon
TBC	July 2025 TBC	Henley Regatta	Henley-on-Thames
TBC	July 2025 TBC	TRNSMT Festival	Glasgow
TBC	July 2025 TBC	British Grand Prix	Silverstone
TBC	July 2025 TBC	NASS Festival	Bath & West Showground
TBC	July 2025 TBC	Cambridge Folk Festival	Cambridge
TBC	July 2025 TBC	Royal Welsh Show	Carmarthen
TBC	July 2025 TBC	Ride London	London
TBC	August 2025 TBC	Edinburgh Festival	Edinburgh
TBC	August 2025 TBC	Cowes Week (Sailing)	Isle of Wight, Portsmouth
TBC	August 2025 TBC	FA Community Shield	Wembley
TBC	August 2025 TBC	V Festival	Stafford and Chelmsford
TBC	August 2025 TBC	Leeds and Reading Festivals	Leeds and Reading

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Week	Date(s)	Event	Location
22	26th August 2025	Notting Hill Carnival	Paddington/Shepherds Bush
TBC	September 2025 TBC	The Great North Run	Newcastle/Gateshead
33	10th November 2025	Remembrance Sunday	London
TBC	October - December 2025	Christmas Markets	Various Locations

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1.5 Change Procedure

The following standard Engineering Access Statement change procedure is applicable to this document.

Procedure for Altering Engineering Access Statement or Timetable Planning Rules other than through the Twice-Yearly Process Having Effect from a Passenger Change Date

1.5.1 Introduction

1.5.1.1 This Procedure has been devised in accordance with Network Code Condition D 2.2.7 to provide a means of altering Engineering Access Statement and/or Timetable Planning Rules 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 Engineering Access Statement and Timetable Planning Rules documents.

1.5.1.2 This procedure will be used by Network Rail to add, substitute or delete engineering access opportunities contained within Engineering Access Statement. All possessions so agreed will be regarded as being within Engineering Access Statement. 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 slots 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.

1.5.1.3 Where a need arises to amend Engineering Access Statement/Timetable Planning Rules 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.

1.5.2 Changes Initiated by Train Operators

1.5.2.1 A Train Operator may propose changes to any part of Engineering Access Statement/Timetable Planning Rules affecting or likely to affect that Train Operator.

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

- for Timetable Planning Rules, to its Network Rail Programme Manager (LTP) who will acknowledge receipt
- for Engineering Access Statement, to the Engineering Access Planning Manager, who will acknowledge receipt

1.5.2.3 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.

1.5.3 Changes Initiated by Network Rail

1.5.3.1 Network Rail may propose changes to any part of Engineering Access Statement/Timetable Planning Rules.

1.5.3.2 Network Rail shall notify to all Train Operators affected details of the proposed change including a concise explanation of its reasons. Proposed changes to Engineering Access Statement 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.

1.5.4 Response by Train Operators

1.5.4.1 Each Train Operator receiving notification of a proposed change in accordance with paragraphs 6.3.1 or 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 counterproposal and an explanation of its reasons or
- in the case of Timetable Planning Rules items such as section running times, a request that a joint investigation is carried out.

1.5.4.2 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.

1.5.5 Decision by Network Rail

1.5.5.1 Network Rail shall give due consideration to responses received from Train Operators in accordance with paragraphs 6.3.1 or 6.3.2 above and shall decide which changes, if any, should be made to Engineering Access Statement/Timetable Planning Rules.

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

1.5.5.3 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 6.4.1 above.

1.5.5.4 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 D2.2.7. Any Appeal must be referred to the Access Disputes Secretary in accordance with the timescales shown in Condition D5 (i.e. within 5 working days of notification by Network Rail of its decision)

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SECTION 2

GLOSSARY

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Section 2 – Glossary

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

Term/Abbreviation		Meaning
AC + DC	-	Alternating Current and Direct Current
ALL	-	All lines
ALO	-	Adjacent line open
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
EAP	-	Engineering Access Planning Team (Ops Planning)
EAS	-	Engineering Access Statement
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
NDS	-	Network Rail National Delivery Service
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

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Section 2 - Glossary (contd.)

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

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SECTION 3

GUIDELINES FOR GRANTING POSSESSIONS

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Section 3 – 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.

Section 3 – Guidelines for Granting Possessions (Contd.)

3.2 Late Possession Requests

3.2.1 The procedure to enable amendment of the Rules, following their finalisation in accordance with Condition D2.2 of the Network Code, is set out in the Train Planning Rules, National, Section 3.

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SECTION 4

STANDARD POSSESSIONS OPPORTUNITIES

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4.0 STANDARD POSSESSION OPPORTUNITIES

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

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SECTION 5

POSSESSION STRATEGY

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5.0 POSSESSION STRATEGY

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

SECTION 6

ACCESS IMPACT MATRIX

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Section 6 - Access Impact Matrix

6.1 Introduction

6.1.1 This section describes the introduction of the Access Impact process to be followed to enable agreement between Network Rail and Timetable Participants for delivering Capacity Study requests relating to the Engineering Access Statement

6.1.2 The Access Impact Matrix was created by Network Rail and Cross Country Trains to jointly resolve Access dispute TTP773. The Access Impact Matrix grades Capacity Studies by severity. Operators will grade their Capacity Study requests from the Engineering Access Statement on their Operator Response Sheet.

6.1.3 Network Rail can challenge the grading and a revised or the original grading should be agreed by all parties. Network Rail and the relevant Timetable Participants will jointly agree a delivery date for the requested Capacity Study. Extensions to the delivery date of the requested Capacity Study will need to be agreed by Network Rail and the relevant Timetable Participants

6.2 Access Impact Matrix

	Severity 1 **Access that impacts on a single service group or single operator**	**Severity 2** **Access that impacts multiple service groups or operators and/or where capacity is shared by operators**
Capacity Study (EAP)	• Isolated one-off pieces of access that require minor retiming of less than 10 minutes. • Regular diversions for Section 5 possessions • Regular diversions for a single piece of access • TSRs that require additional [x] with minor impact on train service (journey time extension no greater than 10 minutes) • Services required to start / terminate short where the planning solution is known.	• 2 track timetables outside of normal Section 4 times • High Output possessions with TSRs and line blockages (pattern of services required to confirm line blockage times) • TSRs that require additional [x] for more than one operator. • Diversionary routes where capacity will be shared (an understanding of hourly patterns or ability to fit the WTT quantum of trains etc) • Regular diversionary routes for multiple operators (e.g., via Northampton / Hertford Loop etc) where capacity is understood. • Services required to start / terminate short where the method of working is not known.
Output requirements	• Understanding of the impact on train service group and required capacity. • Understanding the impact on standard possession opportunities • Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal.	• Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity. • Understanding the impact on standard possession opportunities • Detailed Traffic Remarks by CPPP stage. If post CPPP, included as part of proposal.

Section 6 - Access Impact Matrix (Contd.)

	Severity 3 **Access that impacts one or more operators and that requires significant diversion or retiming (of greater than 15 minutes)**	**Severity 4** **Double or Triple disruption to one or more operators Disruption that effects one or more operators on more than one route Severe disruption on a primary route of one or more operators**
Timetable Study (EAP and Train Planning)	• Standard hourly pattern either undeliverable or requires significant amendment (>15 mins) • Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) • Potential impact on train crew and unit resources for one or more operators (turnarounds at key stations potentially impacted etc) • Restrictive capacity and / or where booked connections are impacted at key stations (i.e., Birmingham New Street / Leeds / London Terminals etc) • Access that requires the thinning of services to provide capacity for diverted services or degraded working. • Access that requires multiple operators to start / terminate at a station that has a complex method of working for turn back moves. • Severe impact on ability to move Empty Coaching Stock (possessions effecting depot access or requiring significant retiming [greater than 15 minutes] or diversion)	• Abnormal diversionary routes where capacity and / or the impact on train paths and connections is not easily or fully understood. • SLW plans outside of Section 4 where capacity is constrained with significant journey time detriment (of greater than 15 minutes) • Where one or more operators are impacted by more than one piece of access on one or more routes. • Where capacity via a diversionary route is severely restricted (single line / absolute block / congested routes / stations etc) • Where an understanding of the impact on service patterns and connections is required (services back to booked / missing key stations etc) • SX blockade of one or more operators' primary routes (WCML / ECML all line block e.g., Wigan / Watford)
Output requirements	• Standard hourly pattern established through detailed timings (as opposed to production of a full timetable for the specific period) • Platforming exercise to understand capacity around any restriction at multi operator stations. • Single train timing exercise to understand impact on journey time detriment and / or impact of crew and resources. • Train by train timing to demonstrate impact on ECS moves to ensure deliverability of train service. • Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator and allocated capacity from output of Timetable Study • Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal.	• Full timetable study for every operator effected for the duration of the disruption (except for ECS moves where not applicable) **<or>** • Standard hourly pattern to understand capacity through detailed timings (as opposed to production of a full timetable for the specific period) • End to end journeys to be assessed where applicable (e.g., services that cannot return to a booked path) with no piece of access to be treated in isolation. • Decision Criteria grid populated to support capacity allocation. • Detailed structure for the amended train plan stating additional time, diversionary routes, capacity restrictions by operator drawn from output of Timetable Study • Detailed Traffic Remarks for access proposed in V1 / V3 by V2 / V4. For access requested post V2 / V4 included by CPPP. If post CPPP, included as part of proposal.

SECTION 7

REGISTER OF POSSESSIONS

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7.0 REGISTER OF POSSESSIONS

This section contains details, by route, 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.