



See email distribution list

Engineering Access Planning
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07 February 2025

Dear Colleague

2026 Version 2 Engineering Access Statement

Version 2.0 of the 2026 Engineering Access Statement (EAS) will be published on the Network Rail website on Friday 7 February 2025. It should be available for you to download - just type "operational rules" in the search bar and refer to the 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 Network Code Part D has now been amended following the approval of PfC125. This version of the EAS, in terms of access proposals, contain Section 4 Rules for each route. The section 5 and 7 proposals now form part of the Advanced Register of Possessions (ARP) published separately.

Please note the following changes were made in Version 1 published in October 2024:

- Intro section of the EAS – Amendments have been made to incorporate ARP into the timeline including newly introduced F- dates.
- Section 6 – Access Impact Matrix – following consultation a new matrix has been published to incorporate more detailed categories for capacity studies.
- Engineering Periods – as detailed in this letter the engineering periods have been amended to align with both timetable change and the publication of the ARP

The following changes have been made for this publication:

- Period G of the engineering period table has been split for timetable purposes and is detailed at the bottom of this letter

The publication dates of the EAS including the ARP can be found in the Intro Section of the EAS detailing the content for each and the deadline for responses.



Planning of Section 4 ‘disruptive’ period blocks:

The engineering periods have now been reviewed and aligned with both the timetable year and the ARP publications – this is to prevent period blocks straddling a timetable or publication.

It is our intention to continue to package work into engineering periods, work delivery teams will 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 a series of work should be included in Section 4, Network Rail will need to reach a conclusion in accordance with Decision Criteria principles, 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 period and key dates for EAS 2026 are as follows:

Please note that Period G, for timetable purposes will be a split period running from

G1 10/08/2026 – 13/09/2026

G2 14/09/2026 – 03/10/2026

2026	25-26 Pd 10				25-26 Pd 11				25-26 Pd 12				25-26 Pd 13				26-27 Pd 01				26-27 Pd 02				26-27 Pd 03				
	Dec-25				Jan-26				Feb-26				Mar-26				Apr-26				May-26				Jun-26				
	E2026 A				E2026 B				E2026 C				E2026 D				E2026 E												
WK	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	1	2	3	4	5	6	7	8	9	10	11	12
SAT	6	13	20	27	3	10	17	24	31	7	14	21	28	4	11	18	25	1	8	15	22	29	5	12	19	26	3	10	17
SUN	7	14	21	28	4	11	18	25	1	8	15	22	29	5	12	19	26	2	9	16	23	30	6	13	20	27	4	11	18
MON	8	15	22	29	5	12	19	26	2	9	16	23	30	6	13	20	27	3	10	17	24	31	7	14	21	28	4	11	18
TUE	9	16	23	30	6	13	20	27	3	10	17	24	31	7	14	21	28	4	11	18	25	1	8	15	22	29	5	12	19
WED	10	17	24	31	7	14	21	28	4	11	18	25	1	8	15	22	29	5	12	19	26	2	9	16	23	30	6	13	20
THU	11	18	25	1	8	15	22	29	5	12	19	26	2	9	16	23	30	6	13	20	27	3	10	17	24	31	7	14	21
FRI	12	19	26	2	9	16	23	30	6	13	20	27	3	10	17	24	31	7	14	21	28	4	11	18	25	1	8	15	22

00 Bank Holiday

00 Timetable Change

00 ARP Change

2026	26-27 Pd 04				26-27 Pd 05				26-27 Pd 06				26-27 Pd 07				26-27 Pd 08				26-27 Pd 09				26-27 Pd 10			
	Jul-26				Aug-26				Sep-26				Oct-26				Nov-26				Dec-26							
	E2026 F				E2026 G				E2026 H				E2026 I				E2026 J											
WK	13	14	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	40
SAT	27	4	11	18	25	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	4	11	18	25	1
SUN	28	5	12	19	26	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	5	12	19	26	2
MON	29	6	13	20	27	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	6	13	20	27	3
TUE	30	7	14	21	28	4	11	18	25	1	8	15	22	29	6	13	20	27	3	10	17	24	31	7	14	21	28	4
WED	1	8	15	22	29	5	12	19	26	2	9	16	23	30	7	14	21	28	4	11	18	25	1	8	15	22	29	5
THU	2	9	16	23	30	6	13	20	27	3	10	17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7
FRI	3	10	17	24	31	7	14	21	28	4	11	18	25	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8

Event	Date	Day	Affects
Christmas Day	25 December 2025	Thursday	Nationwide
Boxing Day	26 December 2025	Friday	Nationwide
New Years Day	01 January 2026	Thursday	Nationwide
Scotland 2nd January	02 January 2026	Friday	Scotland
Good Friday	03 April 2026	Friday	Nationwide
Easter Monday	06 April 2026	Monday	England, Wales
Early May	04 May 2026	Monday	Nationwide
Late May	25 May 2026	Monday	Nationwide
Summer Bank Holiday	03 August 2026	Monday	Scotland
Late Summer	31 August 2026	Monday	England, Wales
St Andrew's Day	30 November 2026	Monday	Scotland

Event	Date	Day
Principal TT Start	14 December 2025	Sunday
First Half ARP Start	05 April 2026	Sunday
Subsidiary TT Start	17 May 2026	Sunday
Second Half ARP Start	04 October 2026	Sunday
Subsidiary TT End	12 December 2026	Saturday

Year	Period	From	To	Sundays
2026	E2026 A	Sun 14/12/25	Sun 04/01/26	4
2026	E2026 B	Mon 05/01/26	Sun 15/02/26	6
2026	E2026 C	Mon 16/02/26	Sat 04/04/26	6
2026	E2026 D	Sun 05/04/26	Sat 16/05/26	6
2026	E2026 E	Sun 17/05/26	Sun 21/06/26	6
2026	E2026 F	Mon 22/06/26	Sun 09/08/26	7
2026	E2026 G	Mon 10/08/26	Sat 03/10/26	7
2026	E2026 H	Sun 04/10/26	Sun 08/11/26	6
2026	E2026 J	Mon 09/11/26	Sat 12/12/26	4

Clocks Go Forward	29 March 2026	Sunday	Nationwide
Clocks Go Back	25 October 2026	Sunday	Nationwide

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

Yours sincerely

Mark Sleet

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

EAS Sections 1,2,3,4 & 6

Date	Version	Comments	Response by
25/10/2024	Version 1	Draft Rules	29/11/2024
07/02/2025	Version 2	Final Rules	28/02/2025
28/03/2025	Version 3	Draft Rules	02/05/2025
11/07/2025	Version 4	Final Rules	01/08/2025

EAS (ARP) Sections 5 & 7

Date	Weeks	Version	Comments	Response by
16/08/2024	38 25/26 – 01 26/27	Transition Version 1	Draft Rules	20/09/2024
15/11/2024	38 25/26 – 01 26/27	Transition Version 2	Final Rules	06/12/2024
14/02/2025	02 26/27 – 26 26/27	2026/27 Version 1	Draft Rules	21/03/2025
16/05/2025	02 26/27 – 26 26/27	2026/27 Version 2	Final Rules	09/06/2025
15/08/2025	27 26/27 – 52 26/27	2026/27 Version 3	Draft Rules	19/09/2025
14/11/2025	27 26/27 – 52 26/27	2026/27 Version 4	Final Rules	05/12/2025

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SECTION 1

INTRODUCTION

1. Introduction

The contents of Engineering Access Statement (EAS) are determined by Network Rail through informal consultation with Timetable Participants, Route Engineering Access Planning Teams (Route EAP) and the National Access Planning Team (NAP) in Network Rail, with the aim of achieving the optimal balance between access to the network for train services and access for maintenance, renewal, and enhancement work.

This is followed by formal consultation with Timetable Participants in accordance with Access Condition D2, leading to the issue by Network Rail of the Final EAS.

Detailed access proposals are formed in Section 4, proposed in line with Timetable D- dates and the Timetable Planning Rules (TPR) and separately Sections 5 and 7 which form the Advanced Register of Possessions (ARP), published in line with Financial Year (F-) dates.

Timetable Participants have a right of appeal against the contents of the EAS under Access Condition D2.

Timetable Participants Access Proposals for train paths must be compliant with the EAS.

The planning process for the Permanent Timetable is governed by the Network Code 1995, Part D.

In the event of a conflict, the Network Code takes precedence over Track Access Agreements with individual Timetable Participants and EAS/TPR.

Publication dates can be found in the issue record at the start of this document.

For information specifically relating to TPR arrangements and changes please refer to the National TPR document uploaded to the Network Rail website under Operational Rules.

1.1. Applications for Possessions

- 1.1.1. Applications for possessions should always be made in accordance with Network Rail's possession planning process and within the laid down timescales. For details of the mechanism for applying for possessions, work delivers should contact their relevant Route EAP teams.
- 1.1.2. A possession is defined as any restriction of the network for timetable participants. This includes:
- Rule Book T3 and pre-plan disruptive T2 possessions
 - Traction current isolations
 - Signalling disconnections
 - Temporary speed restrictions
 - Operational telecommunications disconnections
- 1.1.3. All possessions contained within the EAS are exclusive of junctions or stations unless otherwise stated.
- 1.1.4. 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
- 1.1.5. Wherever possible possessions should be contained within the standard possession opportunities shown in Section 4
- 1.1.6. 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.
- 1.1.7. 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 Route EAP teams.
- 1.1.8. Applications for disruptive possessions should be made as soon as requirements are known and should reach the Route EAP teams 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.
- 1.1.9. Applications for non-disruptive possessions should be made as soon as requirements are known. These applications are made to the Route EAP teams, and guidance should be sought if there is doubt about the disruptive effects of the possession application.
- 1.1.10. Where a Temporary Speed Restriction (TSR) is required in conjunction with engineering work, full details of the TSR must be provided with the possession application to which it applies.
- 1.1.11. If advice is required concerning any of the contents of this document, contact should be made with the Route EAP teams or the Head of National Access Planning
- 1.1.12. Sequence of Activities
- 1.1.12.1. Strategic Planning Prior to D-64 and F-64 Timescales**
- Route EAP teams 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 EAP teams, set out Network Rails strategy and starts negotiating the proposed plan with Timetable Participants. 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 EAS.
- National Deconfliction meetings are held ahead of the publication of the EAS (ARP) with the aim to remove any cross-route conflicts that contravene National Principles and to give operators a preview of the planned access.
- Locally, the Route EAP teams will hold workshops with their timetable participants as the plan develops.
- Resource meetings are held with Supply Chain Operations (SCO) to ensure resource demands are realistic.

1.1.12.2. D-64 to D-60 – Consultation of Section 4

- Network Rail consult with Timetable Participants in respect of any proposed changes to Section 4 of the EAS

1.1.12.3. D-59 to D-54 – Draft Publication of Section 4 of the EAS

- By D-59, Network Rail publish a draft Section 4 of the EAS
- By D-54 Timetable Participants may make representations to Network Rail in respect of any changes they propose or objections

1.1.12.4. D-44 to D-41 – Final Publication of Section 4 of the EAS

- By D-44, Network Rail publish the final Section 4 of the EAS
- By D-41 Timetable Participants inform Network Rail whether it accepts or disputes that decision and inform ADC of the items that are disputed.

1.1.12.5. F-64 to F-60 – Consultation of EAS (ARP)

- Network Rail consult with Timetable Participants on the access proposals contained in Section 5 & 7 of the EAS (ARP).
- The consultation provides details for the upcoming half financial year in addition to a Future Work Look Ahead (FWLA) of an additional 26 weeks.

1.1.12.6. F-59 to F-54 – Draft Publication of EAS (ARP)

- By F-59, Network Rail publish draft Sections 5 & 7 of the EAS (ARP). Network Rail will also provide a FWLA of an additional 26 weeks.
- By F-54 Timetable Participants inform Network Rail in respect of any changes they propose or objections to the published access proposals.

1.1.12.7. F-46 to F43 – Final Publication of EAS (ARP)

- By F-46 Network Rail publish final Sections 5 & 7 of the EAS (ARP)
- By F-43. Timetable Participants inform Network Rail whether it accepts or disputes that decision and inform ADC of the items that are disputed.
- Formal disputes should be in relation to the half of the year which Network Rail issued a decision for, representations regarding access in the FWLA can be made to the Network Rail for consideration as part of the continuous planning process.

1.1.12.8. POST EAS, EAS ARP to CPPP

- Any amendments to the proposed plan are consulted by the Route EAP Teams, on an ad-hoc basis, this should be via a consultation to affected Timetable Participants and allowing time for objections to be raised and considered, followed by a decision on the access. Within 5 working days Timetable Participants shall inform Network Rail whether it accepts or disputes that decision and inform ADC of the items that are disputed

- The period plan is reviewed by Route EAP teams with work content being confirmed by work deliverers. Traffic remarks and resource requirements updated accordingly.
- Route EAP teams prepare the Draft Period Possessions Plan (DPPP), checking availability of diversionary routes and preparing the structure of amended train plan comments for all disruptive possessions.
- By TW-26 the Route EAP teams chair a DPPP Meeting, the period plan is reviewed with the timetable participants, with particular attention being applied to changes from EAS and to items disputed at that time. The agreed access arrangements from this meeting become the Confirmed Period Possession Plan (CPPP).
- At TW-26 Network Rail publish the CPPP to all Timetable Participants, within 5 working days Timetable Participants shall inform Network Rail whether it accepts or disputes that decision and inform ADC of the items that are disputed.

1.1.12.9. Disruptive changes to the Published Access Post TW-26 (Late Change)

- Any amendments to the access published in the CPPP that will:
 - Further disrupt the train plan or due to a new footprint or extension/alteration to time and/or limits
 - Allow trains to be reinstated due to a cancelled or easement/alteration to the time and/or limits
- The Late Change process applies, the item should be submitted to the Late Change Call chaired by the National Access Planning Team.

1.1.12.10.TW-26 to TW-16 - Revised Train Plans

- Timetable Participants prepare and submit revised train plans based on the restrictions published in the CPPP.

1.1.12.11.TW-16 to TW-12 – Timetable Validation

- Network Rail Timetable Production teams retime services in response to the agreed disruptive engineering access confirmed in the CPPP.
- During this period Route EAP will accept additional worksite requests that create new EAS 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.
- Revised train plans that conflict with the possessions in the CPPP, must firstly be rejected by the Network Rail Timetable teams. If necessary, Network Rail Timetable teams will make a request to Route EAP teams for support for the published possessions to be amended.

1.1.12.12.TW-12 to TW-04 – Finalised Plan

- 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 as well as new possessions.

1.1.12.13.TW-04 to TW-00 – Final Plan

- This phase is where the remaining network capacity is handed back to Timetable Participants, any additional possession post publication of the draft WON to be progressed via the late notice disruptive possession process.
- Any unpublished section 4 standard EAS possession opportunities not included in the publication of the Draft WON they return to being available timetable white space which timetable participants, they are welcome to submit an Access Proposal into them as it can be assumed they are not required by work deliverers.
- Making changes to access plans after publication of the WON at T-10 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.

1.2. 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.
 - EAS 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), Track Recording Coach (TRC) and Track Inspection Coach (TIC2) as determined by Network Rail as stated in Section 4 of this document.
 - EAS, ARP Section 5 and 7 possessions to consider all Ultrasonic, New Measurement Train and all PLPR, TRC, TIC2 and Weather Treatment Trains that are planned in the WTT but all STP services to be timed around such possessions unless agreed otherwise.
 - Network Rail Timetable teams must receive confirmation from the Area Delivery Planning Team and/or Route EAP teams before submitting a train schedule that runs foul of possessions in the EAS.
- 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 timetable participants by making safe use of adjacent line open or single line working arrangements?
 - Is there a suitable diversionary route that can be safely used?
 - 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. Consultation with Timetable Participants

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 consultation, Network Rail may arrange a Trains Meeting for all affected Timetable Participants. 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 Timetable Participants 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 TPRs.

1.3.5. Train Operator Variation Request (TOVR)

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 EAS, it should consult the Route EAP team to establish whether an amendment to EAS 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 EAS amendment proposal should be submitted to Network Rail as early as possible or with the submission of the TOVR.

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 EAS amendment proposal to allow acceptance of a TOVR which does not conflict with planned possessions. Where a TOVR 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 TOVR to be accepted.

1.4. Timetable Dating

- 1.4.1. The timetable year is split into set engineering periods of between 4-6 weeks with the aim of planning, where possible, series of works into Section 4 and the permanent timetable.
- 1.4.2. The timetable and available time for possession can be affected by UK Bank holidays and time changes due to clocks changing for British Summer Time (BST).

The specific dates for engineering periods, bank holidays and British summer time are published in the supporting development letter to EAS and can be found on the Network Rail website.

- 1.4.3. The timetable and available time for possessions can be affected by major events and subsequent increase in passenger numbers, Network Rail will take into consideration events listed but not limited to the following – dates for these events are confirmed at a later date:

Date	Event	Location
January	New Years' Day Parade	London
February	London Boat Show	London
February/March	Six Nations Rugby	London, Cardiff, Edinburgh
February	Brighton Half Marathon	Brighton
March	NEC Crufts (Dog Show)	Birmingham
March	Cheltenham Festival	Cheltenham
March/April	University Boat Races	Putney, Barnes
April	The London Classic Car Show	London
April	London Marathon	London
April	Grand National	Aintree
May	FA Cup Final	Wembley
May	FA Vase/Trophy Final	Wembley
May	Women's FA Cup Final	Wembley
May	EFL Championship Play Off Final	Wembley
May	League One Play Off Final	Wembley
May	League Two Play Off	Wembley
June	National League Promotion Final	Wembley
June	Epsom Derby	Epsom
June	Download Festival	Donnington Park, Derbyshire
June	Royal Ascot	Ascot
June	Isle of Wight Festival	Isle of Wight
June	Glastonbury Festival	Castle Cary
July	Wimbledon Tennis	Wimbledon
July	Henley Regatta	Henley-on-Thames
July	TRNSMT Festival	Glasgow
July	British Grand Prix	Silverstone
July	NASS Festival	Bath & West Showground
July	Cambridge Folk Festival	Cambridge
July	Royal Welsh Show	Carmarthen
July	Ride London	London
August	Edinburgh Festival	Edinburgh
August	Cowes Week (Sailing)	Isle of Wight, Portsmouth
August	FA Community Shield	Wembley
August	Leeds and Reading Festivals	Leeds/Reading
August	Notting Hill Carnival	London
September	The Great North Run	Newcastle/Gateshead
November	Remembrance Sunday	London
December	Christmas Markets	Various Locations

1.5. Change Procedure

The following standard EAS change procedure is applicable to this document.

1.5.1. Introduction

- 1.5.1.1. This Procedure has been devised in accordance with Network Code Condition D 2.2.7/D 2.2.9 to provide a means of altering the EAS other than through the twice-yearly process having effect from the Passenger Change Dates. It supersedes the interim arrangements included within certain Timetable Participants Track Access Agreements and within certain Regional EAS and TPR documents.
- 1.5.1.2. This procedure will be used by Network Rail to add, substitute, or delete engineering access opportunities contained within the EAS. 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 Timetable Participants 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 CPPP 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 the EAS 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 Timetable Participants

- 1.5.2.1. A Timetable Participant may propose changes to any part of the EAS affecting or likely to affect them.
- 1.5.2.2. The Timetable Participant shall submit a written statement of the proposed change and a concise explanation of the reasons for that change to the Route Access Planning Manager (APM) who will acknowledge receipt.
- 1.5.2.3. Within 5 working days of receipt of the proposed change, Network Rail shall notify to all Timetable Participants 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 the EAS.
- 1.5.3.2. Network Rail shall notify to all Timetable Participants affected details of the proposed change including a concise explanation of its reasons. Proposed changes to EAS arising before publication of the DPPP shall be notified by Network Rail in a single coordinated document to be issued each 4 weeks "The Header Sheet".

1.5.4. Response by Timetable Participants

- 1.5.4.1. Each Timetable Participant receiving notification of a proposed change in accordance with paragraphs 1.5.2.3 or 1.5.3.2 above will consider that proposal and respond to Network Rail within the specified time within the proposal or 10 working days if not specified, 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 Timetable Participant whose response is not received by Network Rail within the specified timeframe (or 10 working days where not specified) 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 Timetable Participants in accordance with paragraphs 1.5.2.3 or 1.5.3.2 above and shall decide which changes, if any, should be made to the EAS.
- 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 Timetable Participant by the date specified in the proposal or within 5 working days of the last date for receipt of responses, where not specified under paragraph 1.5.4.1 above.
- 1.5.5.4. Any Timetable Participant, 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 D 2.2.7 and D 2.2.9. 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)

SECTION 2
GLOSSARY

2. Glossary

- 2.1.** 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
ARP	Advanced Register of Possessions
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
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
FY	Financial Year
GF	Ground Frame
ICW / I.C.W	In Connection With
Incl	Inclusive
Jn	Junction
N/A	Not Applicable
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
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. Introduction

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. The procedure to enable amendment of the Rules, following their finalisation in accordance with Condition D2.2 of the Network Code

SECTION 4

STANDARD POSSESSIONS OPPORTUNITIES

4. Standard Possessions Opportunities

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

SECTION 5

MIDWEEK POSSESSION STRATEGY

5. Possession Strategy

The possession strategy consists of summary of midweek possessions by Line of Route.

SECTION 6

ACCESS IMPACT MATRIX

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 EAS
- 6.1.2. Network Rail can challenge the grading, 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.

Number	Type	Description	Output Required
1	Capacity Statement	Report based on possession area on how many trains could be accommodated within the block	Report - detailing how many trains could be accommodated in the block area during the given timetable.
2	Re-Validation of Previous Capacity Study	Re-validation of CS undertaken by party outside of NAP Validation - Work has happened in the past - files are re-validated against appropriate TT to confirm if plan still works.	Report confirming that the previous plan still works under the current or new timetable or recommendation for new study Assurance that the Capacity Statement has been independently validated.
3	Capacity Study – Standard 3 hour	Full Study of a single possession area over chosen 3-hour section of timetable	Report - detailed analysis of capacity within the possession area for the specified 3-hour window.
4	Capacity Study - Single Day	Full Study of a single possession area for either a SX/SO/SU	Report - detailed analysis of capacity within the possession area for the specified day
5	Capacity Study – Weekend (Sat & Sun)	Full Study of a single possession area for a Saturday and Sunday timetable	Report - detailed analysis of capacity within the possession area for the specified weekend
6	Capacity Study – Weekend + 1 SX	Full Study of a single possession area for a Saturday, Sunday and SX timetable (if this is a 3-day possession the days affected will be used, if a blockade then this will be Sat, Sun, Weds.	Report - detailed analysis of capacity within the possession area for the specified 3-day period accounting for variations.
7	Capacity Study – Major Event/Cross-Route	Full Study of a chosen timetable period for multi route possessions to understand national impact on the timetable	Report - comprehensive national impact study showing the effect of possessions on the timetable. Strategic recommendations for mitigating impacts on services across multiple routes.

SECTION 7

REGISTER OF POSSESSIONS

7. 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.

The Confirmed Period Possession Plan (CPPP) 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. This is for planning purposes only, and full possession details can be found in the relevant CPPP.