



Network Rail  
Western House  
1 Holbrook Way  
Swindon  
SN1 1BD

Sophie Chapman  
Heathrow Express

By email

27 April 2022

Dear Sophie,

**Process for the allocation of capacity during periods of two-track operations for the May 2023 timetable**

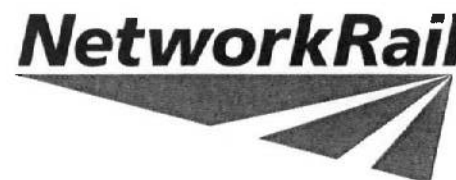
From May 2023, it is anticipated that there will be a greater number of services operating between London Paddington and Reading.

In preparation for this timetable change, Network Rail will undertake an exercise, in line with Part D.4.6 of the Network Code (appended), to review how capacity is allocated when a reduced timetable is in operation to enable engineering work to be completed (periods of two-track operation).

**Data Request**

To meet the criteria set out in Part D, it will be important to take account of changes in passenger demand, travel patterns as well as the need to provide a robust timetable when proposing the allocation of capacity. To enable this assessment to commence, MTR Elizabeth line is requested to provide the following:

- All-day Monday to Friday, Saturday and Sunday count / demand data from the last pre-COVID dataset available (anticipated to be Winter 2019). If available, specific count data for periods of two-track timetable operations to also be provided.
  - o Data to be provided so that the assessment of demand patterns can be broken down into hour-by-hour periods
  - o Data to be provided as raw data and not in percentage change format
- All-day Monday to Friday, Saturday and Sunday count / demand data from the last 12 months. If available, specific count data for periods of two-track timetable operations to also be provided.
  - o Data to be provided so that the assessment of demand patterns can be broken down into hour-by-hour periods
  - o Data to be provided as raw data and not in percentage change format



Data is requested to be provided by COP on **Friday 20<sup>th</sup> May** and should be sent to Alexander Nathanson ([Alexander.Nathanson@networkrail.co.uk](mailto:Alexander.Nathanson@networkrail.co.uk)).

### **Methodology of assessment**

This data shall be used to complete demand forecasts for the following three scenario years:

- Base year of Winter 2019 – to assess travel patterns pre-COVID
- 2023 – To account for the introduction of May 2023 timetable change
- 2029/30 – Final year before the planned introduction of Old Oak Common onto the network

The current draft proposal is as follows:

- MOIRA software (GWR and HEx main line services) to be used to growth count data by agreed DfT growth rates to 2029/30, using DfT's latest DDG (November 2021) and PDFH elasticities to forecast growth to 2029/30.
- Railplan software to be used to forecast growth to 2029/30 for Elizabeth Line services
- Rail Industry Recovery Group 'Medium' scenario to also be applied to reflect potential impacts of COVID on demand. Reductions in demand (on pre-COVID demand) in this scenario are as assumed as follows:
  - o Commuting – demand reduced by 26 %
  - o Business – demand reduced by 26 %
  - o Leisure – demand reduced by 3 %
  - o **Cumulative total – demand reduced by 16%**

Given this assessment is focussed on two-track timetable operations, it is anticipated that the predominant impact to account for will be leisure travel. It should be noted that leisure / business demand captures the impact on average of rail travel nationally. Further assessments of other sources post-COVID air travel demand shall also be investigated.

### **Outputs of assessment**

The outputs of this assessment will be completed by end of June 2022 and shared with the technical working group and will consist of:

- Graphs showing the breakdown of demand by:
  - o Operator
  - o Each hour of the day assessed
  - o Scenario Year
- Raw data outputs that inform the graphs produced

### **Timescales**

To enable sufficient time to complete the assessments required under Part D of the Network Code, we propose that any changes to the allocation of capacity during two-track timetable operations (if deemed required) are made at the May 2023 timetable change.



To enable the timetable planning process to be completed in time prior to the May 2023 timetable change, we are required to propose the allocation of capacity to Operators in October 2022.

Therefore, to enable sufficient time for consultation with operators on the options proposed, the demand forecasting assessment shall be completed by the end of June 2022. The period between the end of June and October 2022 shall be used to review the outputs and for Network Rail to decide upon the allocation of capacity to be inputted to the timetable planning process.

Formal timescales for the allocation of capacity for the May 2023 timetable change are as follows:

| Date       | Activity   |
|------------|--|
| 09/10/2022 | Advise capacity planners on split of services to produce timetable |
| 23/10/2022 | Proposed allocation of capacity to Operators                       |
| 20/11/2022 | Specific possession requirements issued to Operators               |
| 15/01/2023 | Operators bid for amended services                                 |
| 12/02/2023 | NR offer back the timetable to all Operators                       |
| 26/02/2023 | Public timetable published   |
| 21/05/2023 | May 2023 timetable change, including Elizabeth line Stage 5c       |

## Governance

A technical working group shall be established between Network Rail, Great Western Railway, MTR Elizabeth Line, Transport for London and Heathrow Express to formally review the methodology and the outputs produced. The first meeting of the group shall be held in the first week of May, with subsequent meetings held bi-weekly until the work is complete.

## Other Inputs required

Network Rail will make an informed assessment against the complete list of Decision Criteria. Network Rail will write to you in due course to request representations against each of the other criteria.

In responding to this request, please provide Network Rail with any other information which you may consider applicable but ensuring it is relevant, specific, proportionate and supported by data where available.

Yours sincerely,

Daniel Round  
Head of Strategic Planning – Western, Wales & Western Region

## **Appendix A – Part D.4.6 of the Network Code**

### **4.6 The Decision Criteria**

4.6.1 Where Network Rail is required to decide any matter in this Part D its objective shall be to share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of railway services (“the Objective”).

4.6.2 In achieving the Objective, Network Rail shall apply any or all of the considerations in paragraphs (a)-(l) below (“the Considerations”) in accordance with Condition D4.6.3 below:

- (a) maintaining, developing and improving the capability of the Network;
- (b) that the spread of services reflects demand;
- (c) maintaining and improving train service performance;
- (d) that journey times are as short as reasonably possible;
- (e) maintaining and improving an integrated system of transport for passengers and goods;
- (f) the commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware;
- (g) the content of any relevant Long Term Plan and any relevant Development Timetable produced by an Event Steering Group;
- (h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;
- (i) mitigating the effect on the environment;
- (j) enabling operators of trains to utilise their assets efficiently;
- (k) avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Capacity to which the Strategic Train Slot relates; and
- (l) no International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.

4.6.3 When applying the Considerations, Network Rail must consider which of them is or are relevant to the particular circumstances and apply those it has identified as relevant so as to reach a decision which is fair and is not unduly discriminatory as between any individual affected Timetable Participants or as between any individual affected Timetable Participants and Network Rail. Where, in light of the particular circumstances, Network Rail considers that application of two or more of the relevant Considerations will lead to a conflicting result then it must decide which of them is or are the most important in the circumstances and when applying it or them, do so with appropriate weight.

4.6.4 The Objective and the Considerations together form the Decision Criteria.