

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.

1.5 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.