

Appendix B: A comparison of XCTL capacity study list and Condition D2.5

Items that we consider to have overlap are coloured identically on both lists. Others are annotated for comprehension. *Please note this list differs slightly from Appendix A in that a colleague within XCTL fleshed out the original list to make more sense to the reader.*

XCTL Capacity Study Requirements (as per email 18.06.2014)

- Description of the work to be done which involves a restriction of capacity
- Assumptions and agreements made prior to the production of the study
- Details of any restriction on the Operational Railway eg, Single Line Working, Working by Pilotman, any additional time required by trains
- Details of any Temporary Speed Restriction required on adjacent line/s
- CrossCountry must be in booked paths from specific locations as identified by CrossCountry
- Must be validated with correct allowances from Train Planning Rules (adjustment time)
- Must be validated through to specified location as identified in Bullet Point 5 (above) considering other LTP trains, proposed amended services & other engineering work
- Must take into account connections at other locations
- Must take into account platform capacity
- Must take into account traincrew & unit turnrounds
- Consideration of the study to be done for the whole of the possession, taking cognisance that our timetable is not a standard hour all the time.
- Submitted within reasonable timescale for feedback and taking into account the planning timescales

Comment [TC1]: Condition D3.4.10(b)

Comment [TC2]: This is both a commercial and efficiency necessity. Commercially it is useful, on an eight hour journey, to have a normal service from a certain location (e.g. Leeds to the North customers don't notice engineering work in Bristol) but also helps with efficiency in terms of resources and to avoid industry rework, e.g. rewriting Birmingham New Street substantially for a possession at Peterborough (Week X, TTY2014).

Comment [TC3]: As above

Comment [TC4]: Condition D4.6.2(j)

Excerpt from the Network Code Part D

2.5 Content of an Access Proposal

2.5.1 Each Access Proposal shall include as a minimum in respect of each Train Slot, save to the extent that Network Rail expressly agrees in writing to the contrary:

- (a) the dates on which Train Slots are intended to be used;
- (b) the start and end points of the train movement;
- (c) the intermediate calling points;
- (d) the times of arrival and departure from any point specified under paragraphs (b) and (c) above;
- (e) the railway vehicles or Timing Load to be used;
- (f) any required train connections with other railway passenger services;
- (g) the proposed route;
- (h) any proposed Ancillary Movements;

- (i) any required **platform arrangements** at the start, end and all intermediate calling points;
- (j) any relevant commercial and service codes; and
- (k) the proposed maximum train speed and length and, in relation to a freight train, the proposed maximum train weight.

2.5.2 Where an Access Proposal has been submitted by a Timetable Participant, Network Rail shall be entitled to require any further information in respect of that Access Proposal that it **reasonably considers to be necessary or beneficial to the preparation** of the New Working Timetable.