

Access Impact Matrix

	<u>Severity 1</u> Access that impacts on a single service group or single operator	<u>Severity 2</u> Access that effects multiple service groups or operators and / or where capacity is shared by operators
<u>Capacity Study</u> [EAP]	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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 Diversionsary routes where capacity will be shared (an understanding of hourly patterns or ability to fit the WTT quantum of trains etc) Regular diversionsary 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	<ul style="list-style-type: none"> Understanding of the impact on train service group and required capacity Understanding the impact on standard possession opportunities Detailed Traffic Remarks by DPPP stage. If post CPPP, included as part of proposal 	<ul style="list-style-type: none"> Detailed structure for the amended train plan stating additional time, diversionsary routes, capacity restrictions by operator and allocated capacity Understanding the impact on standard possession opportunities Detailed Traffic Remarks by DPPP stage. If post CPPP, included as part of proposal
	<u>Severity 3</u> Access that effects one or more operators and that requires significant diversion or retiming (of greater than 15 minutes)	<u>Severity 4</u> 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
<u>Timetable Study</u> [EAP & Train planning]	<ul style="list-style-type: none"> 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) 	<ul style="list-style-type: none"> Abnormal diversionsary 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 diversionsary 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	<ul style="list-style-type: none"> 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, diversionsary 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 DPPP. If post CPPP, included as part of proposal 	<ul style="list-style-type: none"> Full timetable study for every operator effected for the duration of the disruption (with the exception of 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, diversionsary 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 DPPP. If post CPPP, included as part of proposal