

Crossrail Central Operating Section Framework Capacity Statement

2021

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1 Background

This Crossrail Central Operating Section Framework Capacity Statement (Statement) is published alongside the 2021 Crossrail Central Operating Section Network Statement (2021 CCOS Network Statement) in order to meet the requirements of European Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 (the Implementing Regulation) on procedures and criteria concerning framework agreements for the allocation of rail infrastructure capacity. The third ‘recital’ prefacing the Implementing Regulation includes the following:

“Potential applicants need transparency concerning the allocated framework capacity and the remaining indicative capacity on a line. With a view to avoiding administrative burden related to framework agreements, potential applicants should get a first impression of how likely it is that their applications will be approved.”

Framework capacity is any capacity contracted for sale for more than one (annual) timetable period. Therefore any firm rights under a Framework Track Access Contract fall within this definition, until towards the end of the term of the contract. This Statement has been produced to improve the clarity and transparency of those rights, and their implications for parties seeking new or additional capacity on the Crossrail Central Operating Section (the CCOS). Infrastructure belonging to other infrastructure managers (such as Network Rail Infrastructure Limited (NR)) is excluded from this Statement.

As the CCOS has been designated as Specialised Infrastructure (please see section 2.1 below) capacity characteristics, including the frequency, volume and quality of train paths may be specified in a Framework Track Access Contract but train paths may not be specified in detail. As a Framework Track Access Contract legally must not specify a train path, the nature of framework capacity means that it is not possible to be precise about the quantity of capacity that is used by these rights, and consequently the capacity which remains available for use. This can only be identified once the rights are used to create train paths in a timetable¹.

Potential applicants are urged to use this Statement as an initial guide, to read it in conjunction with the advice in the CCOS Network Statement², and to contact Rail for London (Infrastructure) Limited (the Infrastructure Manager) directly at the earliest opportunity to discuss capacity requirements more specifically.

Framework Track Access Contracts containing the access rights will be made publicly available (subject to certain redactions for commercial confidentiality).

¹ Each Framework Track Access Contract incorporates the CCOS Network Code, which is a common set of provisions relating to the functioning of the railway system. Part D of the CCOS Network Code relates to timetable change. It sets out the processes for the bi-annual timetable revision and for variations subsequent to that revision. These are the means by which access rights are given effect as Train Paths in the timetable.

² In particular the statements therein on when the CCOS, and its connections to the NR network, will be available for revenue earning passenger services.

2 The CCOS

2.1 Introduction

A map of the CCOS infrastructure is set out in Appendix 1. More detail on the CCOS can be found in the 2021 CCOS Network Statement.

The CCOS connects to other railway networks at the following locations:

Location	Infrastructure Manager
Westbourne Park Junction (Great Western Mainline)	NR
Pudding Mill Lane Junction (Great Eastern Mainline)	NR
East of Abbey Wood sidings (North Kent Line) ³	NR

The whole of the CCOS has been designated by the Infrastructure Manager as Specialised Infrastructure under regulation 25 of The Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016 (the Rail Regulations 2016). This has the effect that the Infrastructure Manager will give priority to high capacity metro passenger rail services in the allocation of infrastructure capacity on the CCOS.

The Infrastructure Manager does not currently consider any element of the CCOS to be congested for the purposes of regulation 26 of the Rail Regulations 2016. Equally, the Infrastructure Manager does not consider that any element of the CCOS is likely to become congested during the period covered by the 2021 CCOS Network Statement.

2.2 Route Sections

For the purposes of the Framework Capacity Statement the following route sections of the CCOS have been defined:

- Westbourne Park Junction (NR network) to/from Paddington
- Westbourne Park Reversing Facility to/from Paddington
- Paddington to/from Stepney Green Junction
- Stepney Green Junction to/from Pudding Mill lane Junction (NR Network)
- Stepney Green Junction to/from Abbey Wood

All trains on the CCOS will traverse the Paddington to Stepney Green Junction route section.

³ There will be a physical single line connection to the east of Abbey Wood sidings. This will not be electrified and access will be gained under controlled (signal protected) arrangements.

3 Available Capacity

The CCOS is new infrastructure and the available capacity for each route section is defined by the infrastructure specification which has been informed by the Sponsors' Requirements⁴.

For route sections adjoining the NR network the capacity will be determined by the capability and capacity of the adjoining NR infrastructure. Applicants seeking Train Paths utilising these route sections must contact NR using the contact details given in the accompanying 2021 CCOS Network Statement.

The maximum available capacity for each route section is set out below:

Route Section	Route Section Ref ⁵	Maximum Capacity (trains per hour (tph)) ^{4 6}	Note
Westbourne Park Junction (junction with NR) to/from Paddington	A	12	(i)
Westbourne Park Reversing Facility to/from Paddington	B	18	
Paddington to/from Stepney Green Junction	C	24	
Stepney Green Junction to/from Pudding Mill lane Junction (NR Network)	D	12	(i), (ii)
Stepney Green Junction to/from Abbey Wood	E	16	
<p>(i) <u>This is for illustrative purposes only</u> - potential Applicants will need to discuss capacity available on the NR network with NR. The assumption is based on the proposed peak utilisation by the operator of the Crossrail Train Operating Concession (the CTOC) (please see section 4).</p> <p>(ii) The infrastructure is capable of 16tph, but as noted above maximum capacity is assumed to be constrained by onward connection to NR network</p>			

⁴ The Sponsors of the Crossrail project are Transport for London and the Department for Transport.

⁵ All trains on the CCOS will traverse route section C, the capacity of which is 24tph. Therefore whilst the combined potential capacity of route sections adjoining either end of this route section (route sections A and B in the West and route sections D and E in the East) may be greater than 24 tph, the combined utilised capacity on these route sections must be less than or equal to 24 tph.

⁶ Applicants seeking Train Paths at the beginning or end of the day should contact the Infrastructure Manager as there may be i) some slight variations in the availability period by route section; and ii) some reduction in the available capacity as a result of the wind up/down of services which are currently expected to operate on the CCOS. As noted above, as the Infrastructure Manager is not permitted to specify a Train Path in detail, the available capacity will depend upon how rights are used to create Train Paths in a timetable.

The above capacity is available (subject to the requirements for engineering access set out in the CCOS Engineering Access Statement):

Day	Available ⁷	
	From	To
Mon to Sat	05:45	00:30
Sunday	07:00	23:45

4 Framework Agreements

Regulation 3 of the Rail Regulations 2016 defines a framework agreement as “*either (a) an access contract described in section 18(2)(a) of the [1993 Railways] Act [as amended] which satisfies one of the conditions in sub-section (1) of that section; or (b) a legally binding agreement made other than in pursuance of section 17 or 18 of the [1993 Railways] Act [as amended] setting out the rights and obligations of an applicant and the infrastructure manager or, as the case may be, allocation body in relation to the infrastructure capacity to be allocated and the charges to be levied over a period in excess of one working timetable period*”.

For the CCOS, the function of framework agreements is fulfilled by the Framework Track Access Contracts made between the Applicant and the Infrastructure Manager.

Applicants or potential applicants for new or amended Framework Track Access Contracts are encouraged to contact the Infrastructure Manager as early as possible, to enable us to help identify where capacity exists that could meet the applicant's requirements and to consider all potential users where capacity is scarce. The Infrastructure Manager is currently in discussion with the CTOC⁸ in respect of a proposed Framework Track Access Contract which will enable the CTOC to operate the Service Level Commitment on the CCOS contracted in its Concession Agreement with Rail for London Limited, a subsidiary of Transport for London.

This Statement assumes such a Framework Track Access Contract is concluded.

In accordance with the Implementing Regulation an updated Framework Capacity Statement will be issued reflecting the actual position once the Framework Track Access Contract with the CTOC has been concluded.

Subject to the paragraph above, as at the date of this Statement no Framework Track Access Contracts have been granted by the Infrastructure Manager and no other access proposals are under discussion.

⁷ Ibid

⁸ MTR Corporation (Crossrail) Limited

5 Presentation

5.1 Format

The Framework Capacity Statement for the CCOS is set out in Appendix 2.

The Implementing Regulation states that the Framework Capacity Statement “may include a graphical view”. The Infrastructure Manager considers that a graphical presentation represents the most readily accessible format for the required information and has thus adopted such a format for the CCOS Framework Capacity Statement.

5.2 Timing and Time Period (“x axis”)

The x axis of the graphical presentation represents the time a train service will pass through Tottenham Court Road station on the Paddington to Stepney Green route section. This is presented in 45 minute time bands.

The choice of timing point and the time band width was to be consistent with the Track Access Option in favour of Transport for London for paths for passenger services on the adjoining NR network⁹.

5.3 Capacity measure (“y axis”)

The y axis records the available capacity measured in terms of trains per hour (tph).

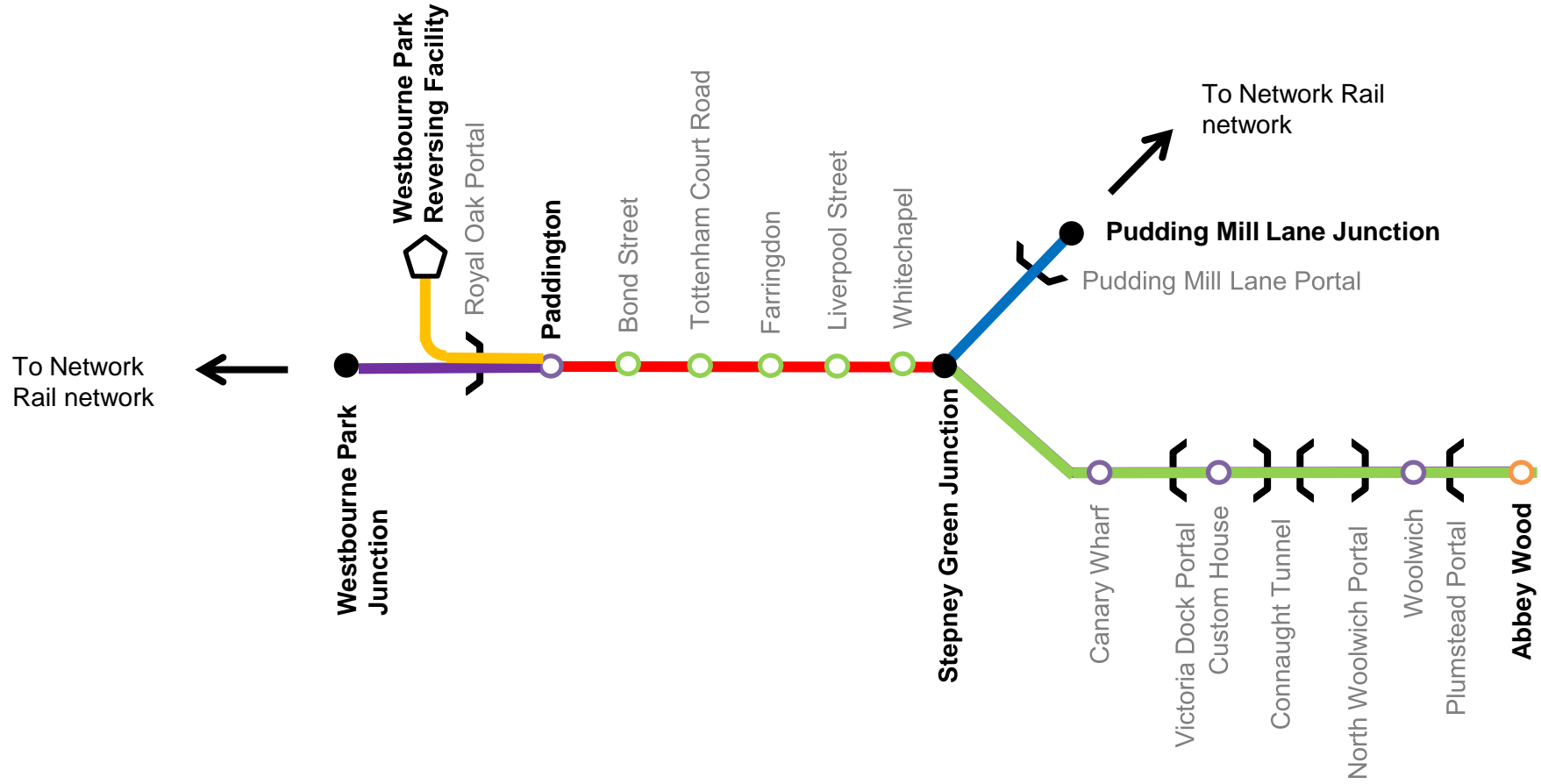
6 Framework Capacity Statement

Framework Capacity Statements for the CCOS route sections reflecting the basis of preparation discussed above are set out in Appendix 2.

These are presented for Monday to Friday, Saturday and Sunday.

⁹ http://www.orr.gov.uk/_data/assets/pdf_file/0003/14844/crossrail-track-access-option-restated.pdf

Appendix 1 - Crossrail Route



Saturday

