

Crossrail Central Operating Section Framework Capacity Statement

2025

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1 Background

This Crossrail Central Operating Section Framework Capacity Statement (Statement) is published alongside the 2025 Crossrail Central Operating Section Network Statement (2025 CCOS Network Statement) in order to meet the requirements of European Commission Implementing Regulation (EU) 2016/545 of 7 April 2016 (the Implementing Regulation, adopted into domestic law as assimilated EU law (as referred to in the Retained EU Law (Revocation and Reform) Act 2023)) 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 Statement, and to contact Rail for London (Infrastructure) Limited (RfL(I)), the infrastructure manager of the CCOS, 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 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 2025 CCOS Network Statement.

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

Location	Infrastructure Manager
Westbourne Park Junction Connection Point (Great Western Mainline)	NR
Pudding Mill Lane Junction Connection Point (Great Eastern Mainline)	NR
East of Abbey Wood sidings (North Kent Line) ²	NR

The whole of the CCOS has been designated by RfL(I) 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.

RfL(I) does not currently consider any element of the CCOS to be congested for the purposes of regulation 26 of the Rail Regulations 2016. Equally, RfL(I) does not consider that any element of the CCOS is likely to become congested during the period covered by the 2025 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 Connection Point (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 Connection Point (NR Network)
- Stepney Green Junction to/from Abbey Wood

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

² There is a physical single line connection to the east of Abbey Wood sidings. This is not electrified and access is gained under controlled (signal protected) arrangements.

3 Available Capacity

The CCOS is new infrastructure and the available capacity for each route section was defined by the infrastructure specification which was informed by the Sponsors' Requirements³.

For route sections adjoining the NR network the capacity is 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 2025 CCOS Network Statement.

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

Route Section	Route Section Ref ⁴	Maximum Capacity (trains per hour (tph)) ⁵ ⁵	Note
Westbourne Park Junction Connection Point (NR network) 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 Connection Point (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 Elizabeth Line Train Operating Concession (the ELTOC) (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>			

³ The Sponsors of the Crossrail project are Transport for London and the Department for Transport.

⁴ All trains on the CCOS 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.

⁵ Applicants seeking Train Paths at the beginning or end of the day should contact RfL(I) 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 RfL(I) 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 ⁶	
	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 RfL(I).

Applicants or potential applicants for new or amended Framework Track Access Contracts are encouraged to contact RfL(I) 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.

RfL(I) has entered into a Framework Track Access Contract with the ELTOC⁷ that enables it 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 contract initially enabled services to be operated solely on the CCOS. Supplemental Agreements have been concluded enabling services to extend on to the NR network in the East and the West and to enable through services between the NR network in the East and the West. A further Supplemental Agreement will be required to deliver the contracted Service Level Commitment which is reflected in this Framework Capacity Statement.

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 ELTOC for its contracted Service Level Commitment has been concluded.

⁶ Ibid

⁷ MTR Corporation (Crossrail) Limited until such time as a successor operator is appointed which is anticipated to occur in the 2025 timetable year.

Subject to the paragraph above, as at the date of this Statement no Framework Track Access Contracts for revenue earning train services have been granted by RfL(I) and no other access proposals are under discussion.

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”. RfL(I) 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 network⁸.

5.3 Capacity measure (“y axis”)

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

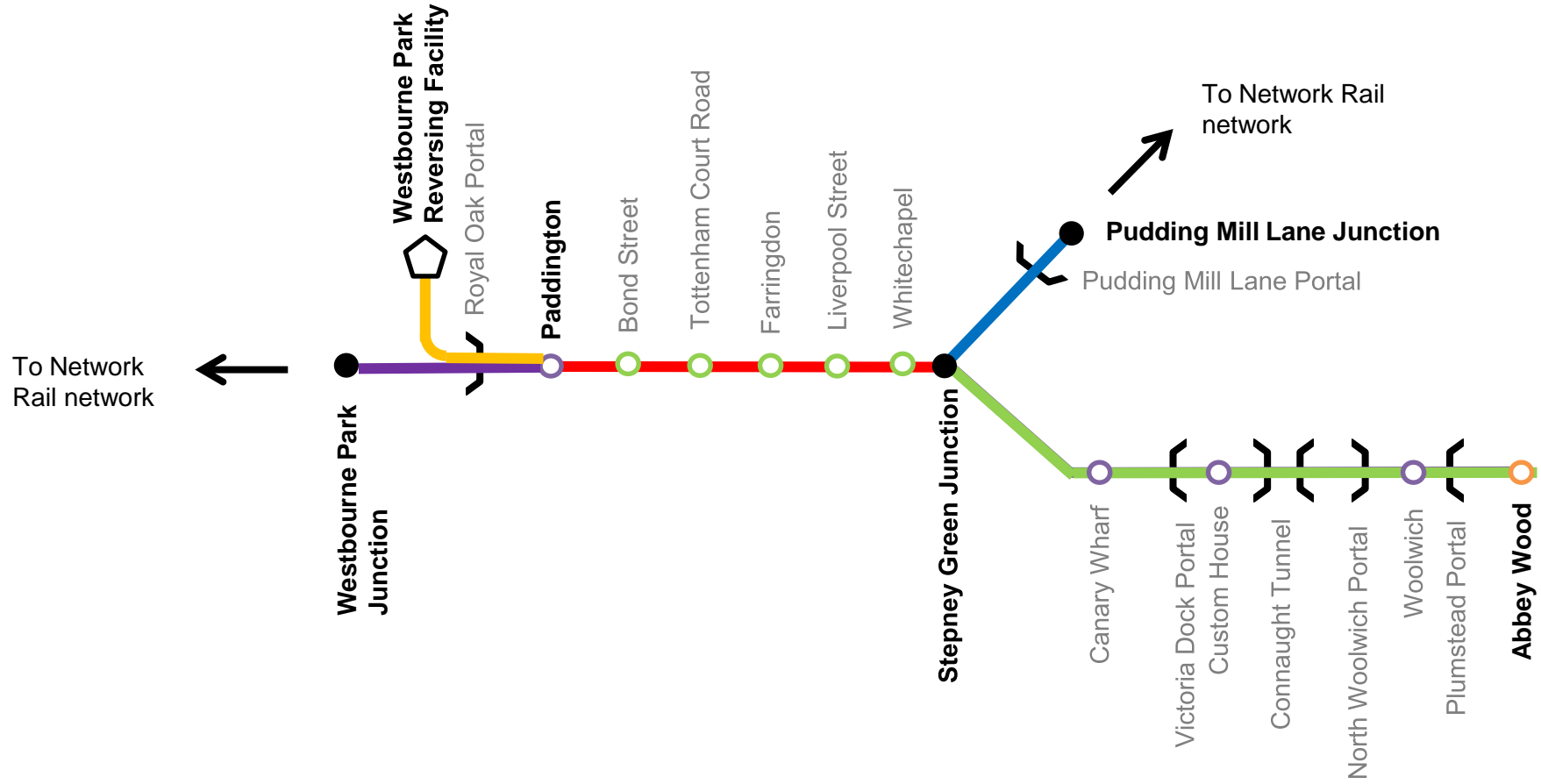
6 Framework Capacity Statement

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.

⁸ http://www.orr.gov.uk/_data/assets/pdf_file/0003/14844/crossrail-track-access-option-restated.pdf

Appendix 1 - Crossrail Route



Saturday

