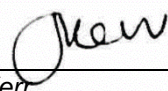

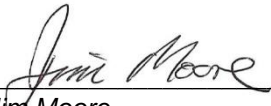


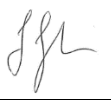
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PROCESS FOR MANAGEMENT OF CONGESTED INFRASTRUCTURE

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*Director of Infrastructure and Project
Delivery*

REVISION HISTORY

This document will be revised as necessary by the issue of a complete replacement.

Date	Issue / Revision	Detail of Amendment	Amended By
NOV 2020	1.0	New Document	Jane Kerr

Circulation List

01	Director of Infrastructure and Project Delivery
02	Head of Rail Infrastructure Engineering
03	Head of Property
04	Head of Major Projects
05	Head of Permanent Way
06	Head of Structures
07	Head of Signalling and Telecoms
08	Senior Programme Managers
09	Infrastructure Systems and Performance Manager
10	Planning and Performance Manager – Rail
11	Traffic Manager
12	Rail Regulation and Communication Manager
13	Planning and Access Manager

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1.0 Purpose and Scope

The purpose of this document is to describe the process for declaring and managing congested infrastructure, when necessary.

This process is applied to manage the Infrastructure Manager (IM) responsibilities as defined in the Railways Infrastructure (Access, Management and Licensing of Railway Undertakings) Regulations (Northern Ireland) 2016. The process described in this document covers the IM functions of the Regulations in regards to Regulation 26 – Congested Infrastructure. This manages the interface with stakeholders within the IM and Railway Undertakings (RUs).

2.0 Background

Translink’s Infrastructure and Project Delivery Directorate acts as the Infrastructure Manager (IM) under the Regulations (see above).

The Planning and Access Manager (PAM) is responsible, under the Infrastructure Systems and Performance Manager, for discharging the relevant IM responsibilities within the Regulations.

Translink’s Sponsoring Government Department is the Department for Infrastructure (DfI) – “the Department” as defined in the Regulations.

3.0 Congested Infrastructure

3.1 Principles for the identification of congested infrastructure

Regulation 26 sets out the circumstances where a declaration of congestion must be made:

- Where, after co-ordination of requests for capacity, it is not possible to satisfy all those requests adequately; or
- Where, during timetable preparation, it becomes clear that an element of the infrastructure is likely to become congested during the next timetable period.

In identifying what parts of the infrastructure are congested, the service pattern, infrastructure and relevant contractual constraints should all be considered.

The infrastructure will not normally be declared as congested if the application that cannot be satisfied adequately is for a duration of less than one timetable period.

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3.2 Process for the declaration of congested infrastructure

When the above criteria (3.1) have been met a declaration of congested infrastructure must be made. The declaration will be made by the Director of Infrastructure and Project Delivery, as the IM. This will be done following recommendation from the Planning and Performance Department and review by the Planning and Access Manager.

When the declaration has been made, the IM must inform as soon as practicable, and before the relevant timetable change:

- Existing users of the railway infrastructure;
- New applicants for infrastructure capacity;
- The Office of Rail and Road; and
- The Department for Infrastructure.

The declaration will advise the following:

- A brief description of the circumstances giving rise to the declaration;
- Specific geographical limits of the affected infrastructure; and
- The date the declaration was made and the date from which is it applicable (normally the relevant timetable change date).

The declaration will also be published as an amendment to the Network Statement.

When the declaration has been made, the IM may apply priority criteria for the allocation of infrastructure. This priority criteria must take account of the importance of a service to society.

3.3 Consequences of Declaring a Congested Infrastructure

The declaration of congested infrastructure triggers a 12-month progression (detailed in Appendix A), where an extensive capacity analysis must be carried out followed by the production of a capacity enhancement plan.

4.0 Capacity Analysis

4.1 Requirements for Capacity Analysis

Regulation 27 sets out the requirements for the capacity analysis.

The IM must carry out a capacity analysis of the congested infrastructure to identify reasons for the congestion and short-/medium-term measures to alleviate it.

In identifying the reasons for the congestion, the IM must consider:

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- Characteristics of the infrastructure;
- Operating procedures based on that infrastructure; and
- Characteristics of the operating rail services.

The analysis must also consider measures to alleviate congestion, including:

- Rerouting of services;
- Retiming of services;
- Alterations to linespeed; and
- Infrastructure improvements.

4.2 Production of Capacity Analysis

The IM must consult the Department in preparation of the Capacity Analysis.

The Capacity Analysis must be produced within six months from the date of the declaration and findings made available to:

- Existing users of the railway infrastructure;
- New applicants for infrastructure capacity;
- The Office of Rail and Road; and
- The Department for Infrastructure.

5.0 Capacity Enhancement

5.1 Requirements for Capacity Enhancement

Regulation 27 sets out the requirements for the capacity enhancement plan.

Within six months of publishing a Capacity Analysis, the IM must produce a Capacity Enhancement Plan.

5.2 Production of Capacity Enhancement Plan

The Plan must identify:

- Reasons for the congestion;
- The likely future development of traffic;
- Constraints on infrastructure development;
- Options for and costs of enhancing capacity, including the potential effect on charges;
- Details of the action to be taken to enhance the capacity of the congested infrastructure (following cost benefit analysis); and
- A timetable for completion of the detailed measures identified.

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Other infrastructure may be included in the Plan in addition to the part of the infrastructure declared congested.

As part of the production of the Plan, the IM must consult interested parties and seek approval for the Plan from the Department. There would be no progression of the Plan until the DfI confirms funds.

6.0 Delivery

The Capacity Enhancement Plan commits to delivering the measures identified to alleviate congestion.

7.0 Glossary

Term	Description
Capacity Analysis	Investigation identifying reason for congestion
Capacity Enhancement	Plan to identify options for enhancing capacity
Congested Infrastructure	Infrastructure declared congested under Regulation 26
Declaration of Congested Infrastructure	Formal communication of Congested Infrastructure
Department	Department for Infrastructure
Infrastructure Manager (IM)	Body/person responsible for establishing and maintaining railway infrastructure
Network Statement	Document published annually to present the services offered by the IM
Office of Rail and Road	Economic regulator
Regulation(s)	The Railways (Access, Management & Licensing of Railway Undertakings) Regulations 2016 as amended from time to time
Timetable Period	The period between timetable change dates as specified in the Network Statement

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Appendix A

