

5.2.2 General Capacity Constraints

Where single line working is to operate or trains are to be routed to run on a line other than that normally planned for them, constraints on capacity will apply – see Engineering Access Statement.

The following special capacity and timing restrictions apply in addition to the constraints stated elsewhere in this document:

MD301 RUGBY TRENT VALLEY JN TO PENKRIDGE (VIA BIRMINGHAM)

Between Birmingham New Street and Soho South and v.v. the total number of trains is not to exceed 17 trains per hour. A reserve performance pathway is to apply after six successive moves on the minimum headway or after 20 minutes (whichever occurs first) to ensure a robust train plan.

Between Bushbury Jn and Stafford Trent Valley Jn and v.v, the total number of trains is not to exceed 10 trains per hour in each direction.

MD306 BIRMINGHAM NEW STREET TO ASHCHURCH (EXCLUSIVE)

Between Birmingham New Street and Kings Norton and v.v., the total number of trains is not to exceed 17 trains per hour. A reserve performance pathway is to apply after six successive moves on the minimum headway or after 20 minutes whichever occurs first to ensure a robust train plan.

MD401 HEYFORD TO BORDESLEY JN

Between Leamington Spa and Tyseley and v.v the total number of trains is not to exceed 12 trains per hour.

NW1002 PENKRIDGE STATION (INCLUSIVE) TO TRENT VALLEY JN NO.1 (STAFFORD)

Between Bushbury Jn and Stafford Trent Valley Jn and v.v, the total number of trains is not to exceed 10 trains per hour in each direction.

NW4001 PRESTON RIBBLE JN TO COVE L. C.

Between Preston Fylde Jn to Gretna Jn, the total number of trains is to not exceed 12 trains per hour.

Please note that in connection with the Anglo–Scottish Maintenance Strategy the following applies:
A maximum of 4 trains per hour permitted between Oxenholme and Southwaite G.F. when Single Line Working over double sections is in operation. This is increased to 5 trains per hour when Single Line Working over single sections is in operation.

Refer to Engineering Access Statement for details of times of Single Line Working.

NW5007 MANCHESTER AIRPORT TO HEALD GREEN NORTH JN

Network Rail will consider Bids to increase the number of platform occupations per hour at Manchester Airport based upon the robustness of the overall train plan.

NW5009 COLWICH JN TO CHEADLE HULME

Between Stone and Cheadle Hulme and vice versa the total number of trains is not to exceed 13 trains per hour

NW6001 MANCHESTER PICCADILLY EAST JN TO EUXTON JN
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Between Manchester Piccadilly and Manchester Oxford Road, there is a total capacity limit of 13 tph in each direction. Between Manchester Oxford Road and Deansgate this total capacity limit is raised to 15 tph with the additional 2 tph terminating at Manchester Oxford Road. This is to ensure a robust train plan.
