

**LONDON ST. PANCRAS HIGH SPEED**

**TIMETABLE PLANNING RULES AND ENGINEERING ACCESS STATEMENT**

**ACCESS GUIDANCE**



**LONDON ST.PANCRAS  
HIGH SPEED**

This document explains how to access the Timetable Planning Rules and the Engineering Access Statement for the London St. Pancras Highspeed network.

# 1 TIMETABLE PLANNING RULES

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Timetable Planning Rules (TPRs) are a formal set of operational and scheduling standards that govern how train paths are planned and allocated across the rail network.

TPRs define the conditions for developing timetables. They ensure consistency and fairness in how train operators request and use paths on the network.

The purpose of TPRs is:

- Provide the framework for timetable bidding and capacity allocation.
- Specify technical requirements such as sectional running times, headways, junction margins, turnaround times, and operational constraints.
- Ensure compliance with safety and performance standards.

## Access instructions

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London St. Pancras Highspeed TPRs are available through the “Operational Rules” section of the Network Rail Infrastructure Limited website: [Operational Rules - Network Rail](#).


Once on the website use the following steps to access the TPRs:

1. Navigate to the “Operational Rules” section under the bold “Search Results” heading

## Search Results

Operational Rules

 **EAS documents**

 **TPR documents**

2. Select “TPR documents”

## Search Results

[Operational Rules](#) > [Operational Rules](#) > [TPR documents](#)

 [TPR 2021](#)

 [TPR 2022](#)

 [TPR 2023](#)

 [TPR 2024](#)

 [TPR 2025](#)


 [TPR 2026](#)

 [TPR 2027](#)

3. Select the year for which you need the TPRs and the version (see the Calendar of milestone dates (production schedule) at the bottom of the Operational Rules page for clarification of the applicable version for each timetable).
4. Finally, select the PDF file with suffix KT (which stands for Kent)

### Search Results

[Operational Rules](#) > [Operational Rules](#) > [TPR documents](#) > [TPR 2025](#) > [V4](#)

|   |  |
|---|--|
|  <a href="#">TPR 2025 V4 AR.pdf</a>  |  3 MB |
|  <a href="#">TPR 2025 V4 EM.pdf</a>  |  1 MB |
|  <a href="#">TPR 2025 V4 KT.pdf</a>  |  2 MB |
|  <a href="#">TPR 2025 V4 LNE.pdf</a> |  4 MB |
|  <a href="#">TPR 2025 V4 NAT.pdf</a> |  1 MB |
|  <a href="#">TPR 2025 V4 NWC.pdf</a> |  4 MB |
|  <a href="#">TPR 2025 V4 SC.pdf</a>  |  2 MB |
|  <a href="#">TPR 2025 V4 SX.pdf</a>  |  2 MB |
|  <a href="#">TPR 2025 V4 WW.pdf</a>  |  3 MB |
|  <a href="#">TPR 2025 V4 WX.pdf</a>  |  2 MB |

5. The TPRs for London St. Pancras Highspeed have the following **line of route** references in the document:

|        |  |
|--------|--|
| SO400  | St Pancras International to High Speed1/ET Boundary                      |
| SO410A | Regents Canal Junction York Way North Junction                           |
| SO410B | Silo Curve Junction to Cedar Junction                                    |
| SO420  | York Way South Junction to Camden Road Incline Junction                  |
| SO430  | Stratford International West Junction to Temple Mills Depot              |
| SO440  | Ripple Lane Exchange Lines to Dagenham Junction                          |
| SO450  | Ebbsfleet West Junction to Springhead Road Junction                      |
| SO460  | Fawkham Junction to Southfleet Junction                                  |
| SO470  | Ashford West Junction (AD947 and AD949 Signals) to Ashford International |
| SO480  | Ashford International to Ashford East Junction (AD954 and AD956 Signals) |
| SO490  | Dollands Moor West Junction to Dollands Moor Sidings                     |

From the December 2025 timetable onwards, the Kent TPR documents contain a dedicated separate section for HSI. See TPR 2026 V2 KT, p. 168, 'HSI Specific Reference Appendix'.

## 2 ENGINEERING ACCESS STATEMENT

The EAS describes the rules regulating the arrangements for engineering access to the rail network. It sets out the location, number, dating and duration of possession access (restrictions of use), which are required to deliver inspection, maintenance and renewal of the infrastructure.

The purpose of an EAS is:

- It defines the planned possessions required by the Infrastructure Manager to maintain and improve the network.
- Ensures operators know in advance about restrictions and can plan timetables accordingly.

The EAS is the base plan into which all access requirements should be built and is produced by timetable year (i.e. December-December). 'Disruptive access' is made up of Sections 5 and 7 of the EAS, collectively known as the Advanced Register of Possessions (ARP), which is produced by financial year (i.e. April-April).

Section 4 of the EAS is defined as the list of non-disruptive access periods of each route. The base Working Timetable is planned so that no train paths conflict with Section 4 possession opportunities, hence taking access during these periods should not disrupt any scheduled services.

Sections 5 and 7 are officially defined as the lists of cyclic and disruptive access requirements respectively. In practice, Section 5 contains all booked midweek night access requirements and Section 7 contains all booked weekend access requirements, whether non-disruptive or disruptive.

### Access instructions


London St. Pancras Highspeed EAS is available through the “Operational Rules” section of the Network Rail Infrastructure Limited website: [Operational Rules - Network Rail](#).


Once on the website use the following steps to access the EAS:

1. Navigate to the “Operational Rules” section under the bold “Search Results” heading

## Search Results

Operational Rules


 **EAS documents**


 **TPR documents**


2. Select “EAS documents”


## Search Results


[Operational Rules](#) > [Operational Rules](#) > **EAS documents**


 **EAS 2021**


 **EAS 2022**


 **EAS 2023**


 **EAS 2024**

 **EAS 2025**

 **EAS 2026**

 **EAS 2027**

 **EAS ARP 25-26 Sections 5 & 7**

















 **EAS ARP 26-27 Sections 5 & 7**

3. Select the year for which you need the EAS and the version. Note that you may need to consider both the EAS (for Section 4 possession opportunities) and the ARP (for Sections 5 and 7 possessions), depending on your purpose.

4. Finally, select the PDF file marked HS1 (which stands for High Speed 1). Note that in the ARP folders, there will be two HS1 documents, one for Section 5 and another for Section 7 possessions.

## Search Results

[Operational Rules](#) > [EAS documents](#) > [EAS 2026](#) > [V4.1](#)

|  |  |
|--|--|
|  2026 EAS V4.1 S4 - EAR.pdf     |  970 KB |
|  2026 EAS V4.1 S4 - EMR.pdf     |  360 KB |
|  2026 EAS V4.1 S4 - HS1.pdf     |  159 KB |
|  2026 EAS V4.1 S4 - KS.pdf      |  1 MB   |
|  2026 EAS V4.1 S4 - LNE EC.pdf  |  677 KB |
|  2026 EAS V4.1 S4 - LNE NE.pdf  |  788 KB |
|  2026 EAS V4.1 S4 - LNW CEN.pdf |  522 KB |
|  2026 EAS V4.1 S4 - LNW NW.pdf  |  1 MB   |

LONDON ST.PANCRAS

**HIGHSPEED**

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