



David Golding
Passenger Strategy Director
Network Rail Infrastructure Ltd
Baskerville House
Centenary Square
Birmingham
B1 2ND
BY EMAIL ONLY

Emyl Lewicki
Track Access Manager
Office of Rail & Road
25 Cabot Square
London
WC2R 8AM

30 May 2023

Dear Emyl

This letter provides an update to Network Rail representations dated 06 January 2023, regarding the application for directions for:

- A proposed track access contract between Network Rail Infrastructure Limited (Network Rail) and Grand Union Trains Limited (GUT) under section 17 of The Railways Act 1993 (The Act)
- A proposed second supplemental agreement to the track access contract between Network Rail Infrastructure Limited and First Trenitalia West Coast Limited (Avanti) under section 22A of The Act
- A proposed third supplemental agreement to the track access contract between Network Rail Infrastructure Limited and First Trenitalia (Avanti) under section 22A of The Act.

In a statement on the 9th March 2023 the Secretary of State for Transport Mark Harper announced that “in recognition of inflationary pressures and to help balance the nation’s books, the next 2 years will be used to rephase construction and optimise future delivery of Phase 2s between Birmingham and Crewe so this is done in the most cost-effective way.”

He went on to state “the government will take the time to ensure an affordable and deliverable design at Euston”. As a consequence of this HS2 is working with the Department to review the design, deliverability and cost of works at Euston station.



Whilst this review is taking place planned work at Euston which was due to commence in May'23 has been deferred. This means platform 16 has not been taken out of use this month as originally

planned and it is expected the temporary closure of platform 15 (originally planned for December 2023 to May 2024) will also be deferred. At this time, there is no clarity regarding the impact on the planned works at Euston and the timing of availability of platforms 15 and 16.

However, the above represents a risk to the conclusions reached in our representation no longer being reflective of the situation.

Once we understand the outcome of the review, we will be in a position to update the ORR further.

Yours sincerely,

A handwritten signature in black ink, appearing to read "D Golding". The signature is written in a cursive, slightly slanted style.

David Golding
Passenger Strategy Director, NW&C