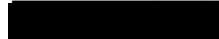




John Larkinson
Director, Economic Regulation
Office of Rail and Road
One Kemble Street
London
WC2B 4AN

Network Rail
The Quadrant: MK
Elder Gate
Milton Keynes
Buckinghamshire
MK9 1EN

10 July 2015



Dear John

Access to the East Coast Main Line: industry hearing follow-up

Further to your letter of 22 June 2015, I am writing to respond specifically to the question in item 9 of your letter. In this section you asked for a written representation explaining what, if any, performance analysis may be required prior to ORR making any decisions on access, the reasons for this view, inputs required, how detailed the work will be, how long it may take and any resource implications.

You also ask what would need to happen next if this work confirmed a performance impact, including what inputs and resources would be required and how this would impact the usual industry ESG processes.

Representations on the points set out in your letter are detailed below. For clarity, comments are set out under the separate headings used in your letter.

What, if any, performance analysis may be required prior to ORR making any decisions on access, the reasons for this view, inputs required, how detailed the work will be, how long it may take and any resource implications

At this stage we do not believe that any further performance analysis is required prior to ORR making any decisions on access. A high level assessment, based on the information available to date, was included within our letter of 15 May 2015. We anticipate that the predicted increase in the quantum of services each hour on the East Coast Main Line is likely to have a suppressive effect on train service performance. Experience from previous timetable introductions indicates that deterioration in right time, PPM and CaSL is also likely.

In the letter we set out the work that we expect to undertake with the successful applicant(s) after the decisions on access are completed in order to better understand the performance impact of the timetable and to identify an appropriate operational implementation plan to protect performance from the start of the operation of the timetable. We would also expect to agree a mechanism to change control any individual operator targets and national targets for PPM and CaSL to neutralize the impact of any performance impact once it is quantified.

I have set out below the activities that we expect to undertake with the successful applicant(s). We would expect that the full scope of these activities would be agreed with Industry colleagues in a collaborative and transparent way and driven forward through the Event Steering Group model.

In general terms we would expect the future performance assessment work to include the following:

- A modelled assessment of the PPM impact
- An assessment of the impact on Right Time Performance
- An assessment of interactions between services at key hubs / congested locations
- Updates to the Route regulating policy and contingency plans to take account of any revised service pattern
- Development and agreement with operators of a revised service recovery strategy for deployment by Network Rail and Operator Control, including focus on dealing with severe disruption and weather events

What would need to happen next if this work confirmed a performance impact, including what inputs and resources would be required and how this would impact the usual industry ESG processes.

As described above we do not believe any additional performance assessment work is required at this stage, therefore we don't see this impacting on the ESG processes at this stage. Clearly the work for the ESG as we move towards the 2020 timetable will become quite intense and it is expected that focused resource effort will be required at that time.

I hope this information addresses the questions sufficiently. Please do let me know if you have any further questions.

Yours sincerely

A handwritten signature in black ink, appearing to read "Fiona Dolman". The signature is fluid and cursive, with a period at the end.

Fiona Dolman
Capacity Planning Director