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Calvin Lloyd  
Group Strategy: Planning & Funding  
Network Rail Infrastructure Limited  
1 Eversholt Street  
London  
NW1 2DN

Dear Calvin,

**Long term planning process: establishment of route studies**

I am writing to confirm the ORR's criteria for deciding whether to object to establishment of the route studies produced through the industry's long term planning process (LTPP).

In discharging our functions we will consider whether Network Rail has fulfilled its requirements under the network licence (in particular conditions 1 and 8), using the same criteria that we used to assess the market studies, i.e.

1. Fit for purpose – do the route studies provide a sound basis for promoting the long term planning objective<sup>1</sup>;
2. Compliance with the process – were the route studies developed in a transparent and inclusive manner, with engagement from stakeholders and customers; and
3. Objections – are any third party objections to the route studies reasonable.

We will follow the process set out in Appendix 1.

We recognise that the route study process is a highly consultative one and has to balance a number of competing priorities. We also recognise that the route studies generate options for funders, and that the subsequent steps in the industry planning process (such as the Initial Industry Plan and the High Level Output Specifications) will determine which options may be taken forward for further assessment.

I am placing a copy of this letter on our website.

Yours sincerely,

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<sup>1</sup> Previously the route utilisation objective

## **Graham Richards**

### Appendix 1

#### ORR's Route Study objection procedure

1. A draft route study will be published for consultation, followed by a proposed route study. If ORR does not give a notice of objection to a proposed route study, each route study will be established 60 days after the date on which the proposed route study was provided to ORR and published.
2. ORR may object to a proposed route study within 60 days of it being published. If any third parties wish to make representations to ORR in relation to a proposed route study, they should do so within 30 days of Network Rail publishing the proposed route study in order to allow ORR time to give adequate consideration to the issues raised.
3. ORR will object to a proposed route study if it considers that it does not adequately promote the long term planning objective and does not meet the following criteria:
  - a. Fit for purpose – does the route study provide a sound basis for promoting the long term planning objective;
  - b. Compliance with the process – was the route study developed in a transparent and inclusive manner, with engagement from stakeholders and customers; and
  - c. Objections – are any third party objections to the route study reasonable.
4. If ORR objects, it will publish a notice of objection explaining why it has objected.
5. If ORR has given a notice of objection for any proposed route study, Network Rail should, within 60 days (or such other time period as ORR may agree) of receiving such a notice, publish and provide ORR with a revised route study which addresses the deficiencies which ORR has identified.
6. ORR then has a further 30 days in which to object to the revised proposed route study by issuing a second notice of objection. In giving this notice, ORR must state that the revised proposal has failed to remedy the deficiency/deficiencies specified in its first notice or has raised a further deficiency/deficiencies. The notice must specify why in ORR's view the revised proposal is deficient. ORR will publish the second notice of objection.
7. If ORR does not give a second notice of objection, the revised proposed route study will be established 30 days after it was published.
8. If ORR serves a second notice of objection, the route study has not been established.