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Dear Fiona and Tim

Access to the ECML – further performance and capacity questions

1. We have now written to stakeholders setting out the next steps in our assessment of applications to use the ECML. To help us resolve some key issues, we need some more information from Network Rail.
2. We agree with you and others that further detailed performance modelling is not essential to our ECML decision-making. Nevertheless, modelling of the sort proposed by VTEC could be useful.
3. In particular, VTEC suggests performance could be modelled relatively quickly by developing standard two hourly repeating timetables for 7, 7.5 and 8tph, using indicative timetables it and others have already provided.
4. Please tell us by **Wednesday 19 August** what performance analysis can be done, how long it would take, and your view of its value for money.
5. Stakeholders have also raised with us multiple questions around the relationship between infrastructure works, capacity and the specific applications made. Please tell us by **Friday 2 October**:
6. What works will be required to (a) accommodate each of 7, 7.5 and 8 LDHS tph and (b) deliver the rights sought in each of the specific access applications?
7. For all the works identified:

- When is the work forecast to be complete and the capacity/infrastructure available for use?
- What is the forecast cost?
- What is the expected funding source e.g. a ring fenced fund, third party funder etc.?
- What is the status of your forecasts in terms of Grip stage?
- For any works not at Grip3, when do you expect to have a Grip3 forecast?
- What is the level of robustness/risk?

8. In relation to works needed to facilitate tilting Pendolinos, please add details of the journey time benefit you believe this work will secure.

9. Please include works related to any key capacity constraints faced by proposed services off the core ECML.

10. Please include power supply works. Please also comment on how many Class 801 and Class 390 trains can operate per hour in each direction on the Newcastle – Edinburgh section with/without work.

11. To the extent not already included in your answers, please say how level crossing issues will affect your provision of 7, 7.5 or 8 LDHS tph capacity. Are there any other safety impacts which need to be considered?

12. Please explain in more detail what freight choices will exist in each of the 7, 7.5 and 8 LDHS tph capacity scenarios, making clear where those choices affect current freight service levels and where they affect planned growth freight service levels. In particular, please comment on the impact of freight services which are unable to operate via the Hertford loop due to weight restrictions on other ECML services.

13. We will be placing this letter (and your reply) on our website. Please contact me, Rob Plaskitt, Ian Williams or David Reed if you need to discuss.

Yours sincerely

A handwritten signature in black ink, appearing to read 'John Larkinson', written in a cursive style.

John Larkinson