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Dan Moore
Deputy Director, Rail Delivery Strategy
Department for Transport
Great Minster House
33 Horseferry Road
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by email only

Dear Dan,

Network Rail's Investment Programme: ECML issues

Thank you for highlighting the reference in your Hendy Report consultation relating to ECML connectivity enhancements.

We need to better understand what you mean when you say the Secretary of State's decision in relation to ECML schemes depends on ORR's decisions in relation to ECML access rights.

It would be helpful if you could explain:

- 1) Which particular projects are at risk and is the risk of cancellation (as we are assuming) or something else?
- 2) What services has DfT assumed will run in the latest business cases for these projects? When were those assumptions made? What analysis has been carried out of alternative service patterns, and how do those alternative service patterns affect each business case?
- 3) Alternatively, if you have not completed any analysis, please can you explain what analysis you expect to do, when you expect to do it, and what criteria you will use to make your decisions about the at-risk projects.
- 4) What specific scenarios in terms of ORR's potential access decisions could lead to DfT cancelling the at-risk projects?
- 5) Your HLOS noted there were good business cases for ECML projects to improve capacity and journey times. Is your latest modelling different to the analysis that supported the HLOS, and if so how, when and why did it change?
- 6) We understand the ECML connectivity fund has been managed by Network Rail in line with its investment guidance and with the additional safeguard that an industry

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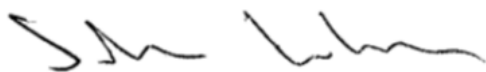
programme board that includes DfT must support proposals. What is the programme board's view of the at-risk projects and against what criteria were they judged? Is DfT's assessment of the at-risk projects different, and, if so, how and why?

- 7) What services do you consider could run on the ECML if all the at-risk projects were cancelled, and what services do you consider could run if some or all of the projects went ahead? In each case, what would be the implications for freight services?

It would be helpful if we could have your response by 12 February.

Please contact me or the access & licensing team if you have any queries. We are copying this letter to ECML applicants and Network Rail. Ideally we will publish this letter and your answers at some stage, subject to appropriate redactions.

Yours sincerely,



John Larkinson