



6<sup>th</sup> November 2020

Gareth Clancy  
Head of Access and Licencing  
By email only

Dear Gareth

**Grand Union Trains Section 17 Application between London and Carmarthen: Capacity and Performance Assessment**

Further to my letter of 30 October, we have been progressing with finalising the arrangements for the performance modelling to support the assessment of the Grand Union Trains Ltd (GUTL) section 17 application to run trains between London Paddington and Carmarthen. We are taking a risk-based approach in establishing the remit for the modelling, in that the geographic scope will not encompass the full extent of the application. However, we believe the modelling will encompass the key risks, whilst delivering to a timescale which is reasonable considering the kind of detailed modelling which is being undertaken and the importance of undertaking robust work. Our estimate for delivering the outcome of the assessment is 18<sup>th</sup> December 2020.

The scope of the work is a slight development of one of the options shared previously with ORR. The modelling will build on and extend the Crossrail Concept train plan model to cover the route from London Paddington to Bristol Parkway. This allows for the Paddington Platforming proposals to be modelled as part of this assessment. Three separate scenarios will then be run through the model in order to simulate the impact of including the Timetable Planning Rule (TPR) compliant GUTL train slots alongside the existing quantum of trains. These scenarios are:

- Base model with no amendments made
- Base model with amendments to services to accommodate GUT trains but not incl. GUT
- Base model with amendments to services to accommodate GUT trains and GUT trains included

This approach will allow for a comparison of the direct impact, and the indirect impact of amending trains to accommodate additional services.

As indicated in my letter of 30<sup>th</sup> October, this work will be supplemented by path variance analysis to cover the areas of the developed train plan which are not subject to performance modelling, which will allow for us to articulate the level of risk associated with the proposed train slots which have been developed.

We will be sharing the remit for the modelling with GUTL to seek their input and we want to keep them involved throughout the process so that they have visibility of the work prior to the report being finalised.

I am copying this letter to: Martin Jones, David Reed and Ian Williams, ORR; Ian Yeowart, Grand Union Trains; Mark Langman, Mike Gallop, Chris Rowley, Charlene Wallace and Dan Fredriksson, Network Rail.

Yours sincerely

A handwritten signature in black ink that reads "Paul McMahon". The signature is written in a cursive style with a large initial 'P'.

**Paul McMahon**  
Managing Director, System Operator