



Michelle Woolmore
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Network Rail Infrastructure Limited
By Email Only

Gareth Clancy
Head of Access & Licensing
Office of Rail and Road
By Email Only

15th December 2021

Dear Gareth

Further to our letter dated 8 July 2021 I am writing to provide an update on the ongoing work restructuring the timetable on the West Coast Mainline (WCML) and assessment of available capacity.

Following on from the feasibility report published by the Industry Planning Group (IPG) on 12 February 2021 work commenced on developing a Concept Train Plan (CTP) for the December 2022 timetable for the WCML through to Carlisle and Liverpool and including the Coventry Corridor.

Agreement at an industry briefing held on the 28th July 2021, and IPG on the 29th July, was reached to set up an "Event Steering Group" (ESG) to continue and build on the work undertaken so far by the IPG. The Event Steering Group has remained a collaborative workstream working closely with Train Operating Companies.

The SX (Monday to Friday) CTP has been developed with a technical note shared with the industry on 15th October detailing the proposed structure of the train service. Whilst largely positive it has identified a small number of conflicts within the plan which still requires resolution and several dependencies which continue to be worked through.

The ESG has now progressed to developing the CTPs for Saturday and Sunday and midweek overnight. A separate workstream has commenced to build upon the CTP and develop the paths north of Carlisle. Work will be continuing on refining the CTPs once the performance modelling and public consultation has taken place.

Performance modelling is progressing with work packages reviewing Euxton Junction to Carlisle and Euston to Euxton Junction with both currently due to be completed mid-December. Assessment of performance north of Carlisle will commence once the capacity analysis work has concluded.

In our letter from 8th July 2021 we mentioned we held concerns on the available power supply. We are working on closing the gap between traction capability and demand, using

operational measures and demand management in order to preserve system resilience and performance. We know of several locations along the route where investment will be required to support increasing demand for electric traction.

We held cross-regional risk workshops with both Grand Union Trains and Avanti during the summer (held 5th August and 23rd July) which were well received by both parties. At the request of Avanti we have set this up as regular forum to track the introduction of their new rolling stock. We are open to setting up a similar forum with GUT at a suitable time.

Following submission of an updated Form P by GUT we have reviewed the class 93 SRT's against the class 91 timing load, in summary it was found that class 93 with the same rolling stock is capable of performing to class 90 and 91 timing loads due to better acceleration rates however different combinations may present challenges.

We are happy to continue providing updates through our regular meetings with your team, but please do not hesitate to contact me in the meantime if you have any questions.

Yours sincerely



Michelle Woolmore
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