

## Network Rail Infrastructure Limited (NR)

Reference Number: 20044102

### NR's response to ExQ2 issued on Monday 1 July 2024

Below we set out the joint response from NR and Govia Thameslink Railway to the question asked in the Examining Authority's second written questions and requests for information (ExQ2).

<p>Question</p> <p>TT.2.7</p>	<p>Rail Capacity and Mitigation</p> <p>Network Rail's PADSS [REP5-107] and Govia Thameslink Railway [REP6-126] highlight the outstanding issues around some elements of the rail modelling and also the mitigation required. The ExA are aware that discussions are ongoing, but would like parties' comments on:</p> <ul style="list-style-type: none"> <li>• Summary of outstanding issues relating to rail modelling;</li> <li>• Outline of any mitigation that may be required;</li> <li>• How any required mitigation would be secured; and</li> <li>• The likelihood of agreement on the above being reached during the Examination.</li> </ul>
<p>NR &amp; GTR's response</p>	<p><b>Summary of outstanding issues relating to rail modelling;</b></p> <p>NR has been working closely with GTR to progress analysis of the rail modelling issues described in our recent submissions at <a href="#">Deadlines 1 - 5</a>. NR's initial findings have been reported to GAL, who are seeking extra clarity on the methods used. More technical meetings are planned with the intention of agreeing a common understanding between NR and GAL, but this process is not complete.</p> <p>NR have been undertaking detailed analysis of train service and passenger demand scenarios using the industry model MOIRA and comparing this to the data provided from GAL's GHOST model. These are then correlated with GTR observed data.</p> <p>In summary our findings are:</p> <ul style="list-style-type: none"> <li>• Our forecast for passenger demand is broadly comparable with both GAL's BAU forecasts and standard rail industry (MOIRA) forecasts uplifted to GAL BAU. The manual uplift of rail industry model forecasts at Gatwick is required as the current growth rate provided to the industry by DfT for rail planning purposes is lower than Gatwick's BAU (non-NRP) forecast. This is being reviewed by DfT.</li> <li>• We note that the data from GAL has been summarised in the submitted Transport Assessment by spreading the total number of passengers, split by fast and slow trains, within each hour across the total number of services and seats within that hour. The MOIRA model assigns passengers to individual services based on the desired time of travel.</li> <li>• Fluctuations in demand within the hour, the popularity of certain services and airport passengers travelling with luggage (thereby occupying extra space, see <a href="#">NR response to ExQ 1 at Deadline 4</a>) means we expect to see higher volumes and densities of standing throughout the day than GAL report, an issue which is supported by GTR's observed data, but not reported in the GAL model.</li> </ul>

- NR believes that although the overall passenger demand level between our models is broadly aligned, the methodology used to present the data by GAL provides a smoother distribution of demand and does not represent the true number of passengers standing. Notwithstanding the technical reconciliation, we believe this is a material issue and will increase following the opening of NRP. This is based on a normal weekday, meaning good train service performance and average demand. Fluctuations, which would include a worsening of this position, would be expected based on seasonality, the day of the week and disruption to both rail and flight services.
- NR is actively reviewing GAL's train service supply assumptions which appear higher than MOIRA Dec 19. This may be credible but it is:
  - Unfunded – e.g. rolling stock is not currently available
  - Unlikely to be reliable without further performance enhancement, for which there is no current funding commitment

**Outline of any mitigation that may be required;**

NR submitted a wide ranging illustrative list of potential mitigations in June 2024 as an annex to the PADSS at [Deadline 5](#). There is further work required to refine options and priorities that will lead to the optimum and reasonable mitigation for impact attributable to the proposals. It is recognised that fully funding a large capacity upgrade scheme, such as CARS is beyond the reasonable expectations of GAL and this Examination.

**How any required mitigation would be secured;**

NR's view is that the Transport Mitigation Fund is not an appropriate mechanism for securing this investment ([see NR's comments on responses to ExQ1 at Deadline 4](#)). Network Rail's view is that a separate ringfenced Rail Mitigation Fund would be the most appropriate and streamlined approach. This would enable the introduction of appropriate governance arrangement for these funds and the integration of appropriate rail industry representation.

**The likelihood of agreement on the above being reached during the Examination.**

Discussions with GAL are ongoing and if agreement is not possible during the timescales of the Examination, NR would consider a side agreement or similar, which would set out the matters to be resolved between the parties and the route to securing appropriate agreement ahead of a decision being made by the Secretary of State. NR is not able to withdraw its representations on the proposals until such an agreement is reached. NR is happy to keep the ExA and, as necessary the Secretary of State, updated as requested on the progress of the above matters.