

## Operator response to Network Rail Representations

**From:** Rob holder >  
**Sent:** 22 July 2024 17:00  
**To:** Rodgers, Jonathan >  
**Cc:** Richard Turner 3  
**Subject:** Re: GWR 201st and 202nd SAs - Network Rail's representations

Hello Jonathan, [REDACTED]

Many thanks for this [REDACTED]

We have had helpful close liaison with Network Rail throughout.

### General

I should be very grateful for an opportunity to comment on any further representation Network Rail may make please.

### The 201st

This entails SX Oxford - Paddington reinstatement; SO Cheltenham - Swindon Relief; Winter SO Bristol - Oxford continuation; and long term rights for four existing services.

The Gloucester call has been removed from the Saturdays Cheltenham - Swindon relief train aspiration so as to keep Gloucester clear for TfW changes. In view of this the rights sought for this in the 201st Supplemental Agreement application may be removed from scope, and may be developed separately. GWR has now bid for this service to commence from Dec 2024 to alleviate overcrowding on this South Cotswold route and the London - Bristol route. The resource provides a Swindon - Bristol relief after arrival at Swindon.

The remaining interface at Gloucester is for three established services in the current timetable for which long term rights are sought, thus there is no effect on Horton Road down time. They are two early morning Saturday services and a service operating on Sundays before the large shops open for business.

There is no other comment on this Supplemental Agreement.

### The 202nd.

This seeks firm right to call at the proposed new station at Charfield. This has now an Established Network Change and we are keen to enter into agreement as soon as possible with the West of England Combined Authority to provide an hourly service.

Mondays to Saturdays have been arranged so that one of the two GWR trains per hour

between Bristol Temple Meads and Gloucester already has time allocated for the Charfield call. In this way times and turnrounds are consistent with those of the other train per hour which alone of the two already calls at Cam and Dursley. On Mondays to Saturdays the train per hour calling at Charfield will not call at Cam and Dursley;

On Sundays, only one GWR train per hour is timetabled between Bristol Temple Meads and Gloucester. It is intended that this train will call additionally at Charfield. This will affect timings at Temple Meads reducing turnrounds to below Timetable Planning Rules levels. In order to provide robust turnround at Temple Meads an extra set is inserted into the diagrams such that layover is possible. (Turnrounds at Gloucester remain compliant.) Network Rail has asked whether there will be an increase in driver need on Sundays as it is known that Sunday driver provision is subject to an extent to goodwill. Traincrew diagrams are being endeavoured to be developed that should not increase the number of drivers required to provide the service.

There is no increase in use of Gloucester Horton Road level crossing driven by this application as quantum remains the same every day of the week.

GWR can find potential interaction at Gloucester on Sundays with TfW which is increasing its Cardiff - Cheltenham service to hourly on Sundays and is seeking faster Sectional Running Time rights associated with new stock; and with Alliance Rail's Cardiff - Edinburgh service which seeks quantum only rights for four services per day each way. There are no Sunday freight aspirations identified other than potentially items redacted from the applications.

I should be very grateful if you would help arrange for this to be considered please.

Many thanks.  
Rob

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