



APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A PASSENGER TRACK ACCESS CONTRACT, OR AN AMENDMENT TO AN EXISTING CONTRACT

ORR ensures that train operating companies have fair access to the rail network and that best use is made of capacity. If a train operator wants to access the national railway network, it will need a track access agreement with Network Rail which requires ORR's approval under the Railways Act 1993. When determining access to the network, we must have regard to our [statutory duties](#), most of which are set out in section 4 of the Act. We must exercise our functions (which include the approval of access contracts) in a way that we consider best achieves those duties.

Use this form to apply to the Office of Rail and Road (ORR) for a passenger track access contract, or an amendment to an existing contract by a supplemental agreement, under sections 17-22A or the Railways Act 1993.

It sets out ORR's standard information requirements for considering applications. Our [track access guidance](#) (and our [making an application](#) guidance in particular) explains the process, timescales and the issues we will consider. Please read the guidance before completing the contract and this form.

If the facility owner and beneficiary have agreed terms, the facility owner should fill in the form. If not, the beneficiary should fill in the form.

A pre-application industry consultation is usually required before submitting an application. Please see the industry [code of practice for track access application consultations](#) for more information.

This form should be completed up to section 10 and sent to consultees along with a copy of the proposed contract or supplemental agreement. Sections 10 and 11 should be filled in after the consultation and before applying to ORR.

We are happy to talk to you informally before you apply. Please contact us [here](#). You can download a copy of this form, and of our model track access contract, from our [website](#). Please ensure that you are using the latest version of this form as published on our website. We may ask for applications which have not used the latest version to be resubmitted.

You may also use and adapt this form if necessary to apply to use railway facilities other than those of Network Rail. Do not use this form for HS1, for which a separate form is available on our [website](#).

1. Application Summary

1.1 Beneficiary company name:

First Greater Western Limited (“GWR”, “Great Western Railway”)

1.2 Facility owner details:

Network Rail:	<input checked="" type="checkbox"/>				
Region:	Southern <input type="checkbox"/>	Eastern <input type="checkbox"/>	North West & Central <input type="checkbox"/>	Wales & Western <input checked="" type="checkbox"/>	Scotland's Railway <input type="checkbox"/>
Other Facility Owner:	<input type="checkbox"/>	Please state:			

1.3 Application under the Railways Act 1993 section:

17	<input type="checkbox"/>	18	<input type="checkbox"/>	22	<input type="checkbox"/>	22A	<input checked="" type="checkbox"/>
Supplemental Number:						201	
Current contract date:						04 March 2016	
Current contract expiry date:						SCD 2026	

1.4 Applicant status:

Public Service Operator <input checked="" type="checkbox"/>	Public service contract start date:	14 June 2022
	Public service contract end date:	22 June 2025 or 25 June 2028 at DfT prerogative
	Name of funder (e.g. DfT, Local Authority):	DfT
	Does the funder support this application?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Open Access	<input type="checkbox"/>	
Charter Operator	<input type="checkbox"/>	

1.5 Executive summary of the proposed contract or amendment:

Schedule 5 requirements for PCD 2024 introduction of:
 08.xx SX Oxford - Paddington;
 Saturday Relief Train Cheltenham - Swindon;
 Bristol Oxford Winter Period Saturdays extension;
 Provision to timetable to end contract four services currently duration limited.

Proposed commencement date:	PCD 2024
End date:	Expiry Date
Date approval or directions wanted by:	Before the commencement date.

1.6 Industry consultation:

Who carried out the consultation?	Network Rail will do this.	
Consultation start date:		Consultation end date:
Not carried out	<input type="checkbox"/>	

1.7 Applicant details

Facility Owner Company: Network Rail Infrastructure Limited (“Network Rail”) Contact name: Jayne Tipton Job title: Customer Manager Address: Western House 1 Holbrook Way Swindon SN1 1BD Phone: [REDACTED]	Beneficiary Company: First Greater Western Limited (“GWR”, “Great Western Railway”) Contact name: Robert Holder Job title: Network Access Manager Address: 1 Milford Street SN1 1HL Phone: [REDACTED] E-mail: [REDACTED]
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E-mail; [redacted]

1.7 Date of application to ORR: 20th May 2024

1.8 Checklist of documents attached to the application form:

- Proposed new contract (S17 or S18) or supplemental agreement (S22 or S22A)
- Marked up Schedule 5 (where applicable)
- Marked up comparison to model contract (where applicable)
- All consultation correspondence
- Supporting documentation required for competing services (see section 6.2)
- Other supporting documents, side letters or collateral agreements (please list):

2. Licence and railway safety certificate

2.1 Please state whether:

- you intend to operate the services yourself; or
- have them operated on your behalf.
 - if so, please name the proposed operating company: []

2.2 Does the proposed operator of the services:

- (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and**
- (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

If the answer to (a) **or** (b) is no, please state the point reached in obtaining a licence, exemption and/or safety certificate.

[]

3. The proposed contract or amendment

3.1 Application overview: Please detail the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment).

1: This application is being made now in response to the ORR's letter of 24th April. The application has not had time to be reviewed by Network Rail hence its Section 22a status. Neither has there so far been time for industry consultation. This is intended to be commenced imminently in parallel with Network Rail review;

2: This application is one of two being made under the umbrella of the response to the ORR letter. This particular application covers train service developments sought for implementation in PCD 2024. The other one covers train service developments sought for implementation in PCD 2025 timetable commencement date.

3. The particulars of the train service developments and the rights sought to facilitate those changes are shown in section 4.1 of this form.

3.2 Safety risks: Please explain any important safety risks that have been identified arising from the proposal and how these will be controlled (by reference to the facility owner's safety authorisation and the train operator's safety certificate).

None.

3.3 Contract duration: For new agreements or extensions to existing agreements, please provide justification for the proposed duration and, if more than 5 years, with reference to the [Railways \(Access, Management and Licensing\) Regulations 2016](#).

Not applicable.

3.4 Terms not agreed with the facility owner (for applications under sections 17 or 22A only): Please explain any areas of the application which have ***not*** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions.

This application is being made now in response to the ORR's letter of 24th April. The application has not had time to be reviewed by Network Rail hence its Section 22a status.

3.5 Bespoke provisions (departures from ORR's model access contracts)

Does the proposed contract include any departures from ORR's model access contract:

Yes

No

If yes, please set out and explain any:

- areas where the drafting of the application changes ORR's published template access contracts (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made.

- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model access contracts, including the financial implications (e.g. establishment of an access charge supplement or rebate).

- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete.

3.6 Consolidated contract

For amendments to existing contracts, is the version of the consolidated contract on our [website](#) fully up to date? If not, please explain why not.

The website version at the time application includes all Approved applications save the 90-day GA rights for which an application for long term status was submitted informally as the draft 98th Supplemental Agreement under Section 22 on 18th May.

4. The impacts of the proposal

4.1 Benefits: please set out what specific benefits the proposal will achieve. Please describe the benefits to passengers and any impact on other operators, including freight operators.

This gives comfort to the train operator regarding the timetabling of services to meet market demand in accordance with the requirements of the PSO Rail Contract that the operator has with the Secretary of State. Such responsibilities require the use of resource to counter crowding wherever possible.

08.07 SX Oxford - Paddington.

~~This service was withdrawn under Covid. It has been timetabled successfully before in the midst of the full suite of surrounding services of other operators. The service is timetabled on the main line throughout. There is now a 53 minute gap in services between 07.53 and 08.46 departing Oxford and a 58 minute gap in arrivals at Paddington 08.44 to 09.42 where the standard pattern is half hourly throughout the day with further additional in the peak. An IET trainset is available in London to resource this service, and it is proposed to operate a down service from Paddington to form this train. The 06.19 SX Paddington - Oxford arrive 07.14 similarly was in the December 19 timetable and was withdrawn for Covid. This aspiration is now withdrawn.~~

Saturday Cheltenham - Swindon Relief.

This is applied for to ameliorate overcrowding experienced on a Cheltenham service and uses an IET that is available at Worcester. The existing 08.58 SO Cheltenham - Paddington is relieved by an 08.35 SO Cheltenham - Swindon. A path avoiding Gloucester has been found and is in place with one-timetable rights for the Principal Timetable 2025 (which commenced in December 2024).

Bristol Oxford Winter Period Saturdays extension.

A service of two round trips per day is to be introduced in September 2024. This application seeks to continue the service to end contract to aid relief of existing London - Bristol services which load very heavily throughout their journey. The service continues to be operated with high speed IET trains. This is in place with one-timetable rights for the Principal Timetable 2025 (which commenced in December 2024).

Provision to Timetable to End Contract Eleven Services Currently Duration Limited.

Schedule 5 right for four services currently timetabled (and have one-timetable rights) but which have been duration limited whilst poor performance is investigated.

The services concerned are:

SX

1P19 - 0900 Oxford to Paddington

SO

2G01: 0520 Gloucester to Great Malvern

2G92: 0643 Gloucester to Worcester Foregate Street

Sun

2B38: 0905 Gloucester to Swindon

4.2 Capacity: How have you satisfied yourself that there is enough network capacity for the services in the proposal? Please include details on all relevant capacity considerations, including but not limited to track, platform availability, and power supply traction.

The proposed train services will undergo review by Network Rail regions including System Operator, the SOAR panel, the TPRAM process and validation for timetable production. Timetable exercises may be developed in advance of this.

The associated access rights sought here will be checked by regions and SOAR that they are consistent with the above and add no more risk to capacity availability than is necessary or sought.

4.3 Performance: What is the impact on network performance? Please outline your assurance process that shows that any performance risk is tolerable in comparison to the benefits of the application. Please explain any risk mitigations. Please attach any associated evidence to support your case.

A number of initiatives is ongoing to improve performance generally. The train services under development for which these rights are sought are compliant with Timetable Planning Rules and with the Engineering Access Statements and with their processes for development as per the Network Code. The TPRAM HAZID process will ensure that all parties are ready for implementation robustly and GWR has its own readiness programme for each timetable change.

Some of the developments are in direct response to improve performance through reduction of overcrowding delays. Others seek to provide a more frequent and evenly spaced service to spread load and facilitate improved contingency arrangement.

Robust resourcing of stock and crew is secured.

4.4 Maintenance and renewals: Are there any implications for the facility owner's maintenance and renewal activities?

NR has not had time to review, but it is thought by GWR that this will not affect maintenance and renewal needs.

5. The expression of access rights

5.1 Changes to rights: please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please attach a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application.

08.07 SX Oxford - Paddington.

~~An additional peak quantum is applied for between Oxford and London under the fast pattern; and an additional off peak quantum is applied for between London and Oxford in the fast pattern. (this is now withdrawn.)~~

Saturday Cheltenham - Swindon Relief.

One additional quantum is applied for between Cheltenham Spa and Swindon on Saturdays;

Bristol Oxford Winter Period Saturdays extension.

The footnote against these services in Table 2.2 will be removed to enable application to contract expiry.

Provision to Timetable to End Contract Four Services Currently Duration Limited

Additional dated rows for these services in Table 2.2.

5.2 Flexing rights: Please explain any limitations on the facility owner's flexing rights in the proposal and the rationale for such limitations.

None.

5.3 Specified equipment: Please explain any changes to specified equipment (rolling stock). Has the vehicle and route acceptance procedure in the Network Code (Part F) has been completed? Please explain whether you have, or will have, the rolling stock necessary to exercise the rights.

Current Specified Equipment is being used. No change to Timing Load access right is proposed and no Vehicle Change is necessary.
The changes use marginal time available in current traffic diagrams and will not trigger more frequent rolling stock maintenance need or an increased pool of vehicles.

5.4 Contractual obligations: Are the proposed services necessary to fulfil obligations under a public service contract? For publicly contracted operators seeking additional access rights, we will expect to see evidence of funder support for the specific rights and of operators' intent and ability to operate the new services.

These are required to be developed under the terms of the DfT PSO contract with implementation subject to instruction by the Secretary of State.

5.5 Public funding: Other than the DfT, Welsh Government or Transport Scotland, are the proposed services subject to financial support from central or local government including PTEs. If so, please give details.

No.

5.6 Long Term Planning Process: Is the Long Term Planning Process (or similar devolved authority or regional service delivery project) relevant to this application? If so, please explain how the proposed rights are consistent or inconsistent with this.

GWR participates fully in all strategic studies and Event Steering Groups. There is nothing in this application that is inconsistent with their development or output.

6. Competing passenger services:

We would expect to apply the 'not primarily abstractive' test to:

- (i) a new open access service which would compete with franchised services and so impact on the public sector funder's budget;
- (ii) a new franchised service which would compete with an existing franchised service, where we would expect to focus the test on areas where the competing franchised services are operated on behalf of different funders or where for some other reason there are particular concerns over the impact on a funder's budget; and
- (iii) a new service, which might be open access or franchised, which would compete with an existing open access service and which, if it caused the existing open access operator to withdraw from the market, could reduce overall competition on the network.

6.1 Please state if your application is for a competing passenger service, and if so please describe the nature of the competition:

This application is not for a competing passenger service. It is made to help convey existing custom more robustly or to increase existing demand through encouraging modal shift from road or air, or through generation of totally new journeys through their increased ease.

6.2 For competing services, please also confirm that you have attached as part of your submission to ORR the following:

- Business plan, including details of:
 - forecasts of passenger traffic and revenues, including forecast methodology;
 - pricing strategies;
 - ticketing arrangements;
 - rolling stock specifications (e.g. load factor, number of seats, wagon configuration);
 - marketing strategy;
 - estimated elasticities of the services (e.g. price elasticity, elasticity with respect to quality characteristics of the services).
- Demand forecasting (including associated spreadsheet models) demonstrating modelled generation : abstraction ratio.
- Indicative timetables, including associated .spg files

7. Incentives

7.1 Train operator performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving operator performance.

General industry leading readiness management. Thorough performance management. Train planning management anchored on robustness, including the vetting of sectional running time values. Specific action plans for specific services. Support for enhanced planned access to Network Rail for Network remedy items and ongoing renewals and maintenance. Proactive and thorough scrutiny of plans for Old Oak Common station and its construction and of every other renewals project. Close management of planning for contingency. GWR is performance led. If performance is poor customers don't come back and if they watch the television when performance is poor they don't consider coming in the first place. We need custom to survive and prosper.

7.2 Facility owner performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving the facility owner's performance.

Operation Brunel. Significant initiative and control in leading planning end state, stage state and construction robust effects on the timetable and on train service delivery.

7.3 Monitoring of services: Will all proposed services be monitored for performance throughout their journey? If not, please explain.

Yes.

7.4 Performance regime changes (for applications under sections 17 or 22A only): where applicable, please provide justification for any changes to Schedule 8 of the track access contract in the proposal. If necessary, please provide any relevant information in support of the changes proposed.

None.

8. Enhancement

8.1 Enhancement details: where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework).

None.

8.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with the [investment framework](#), and summarise the level and duration of payments, and the assumed rate of return.

None.

9. Other

9.1 Associated applications to ORR: please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). Where the application is being made in parallel with any other application from the same operator, please ensure the applications are consistent with one another. Where the application relies on another operator relinquishing access rights, please provide evidence that this process has been completed.

1: The 98th Supplemental Agreement was submitted informally on 18th May;
 2: a 99th Supplemental Agreement is under development to extend dates of validity of Carmarthen - Swansea elements of services up to potential increase in congestion at Carmarthen; and to extend dates of validity for the Axminster service now that another operator has given up its right;
 3: A Supplemental Agreement is under development to adjust existing right to reduce to intermediate point where this is current timetable use. This Supplemental Agreement is likely to contain any correction of manifest error in the current track access contract;
 4: This (201st) application is one of two being made under the umbrella of the response to the ORR letter of 24th April. This particular application covers train service developments sought for implementation in PCD 2024. The other covers train service developments sought for implementation in PCD 2025; and
 5: The response to the ORR's letter strictly concerns services traversing the pinch points identified in the letter (in this case, Oxford and Gloucester) and there may be further applications in due course for the three timetable periods mentioned in the letter concerning services not traversing these areas. The one-timetable rights referred to above have been introduced through Section 22 Supplemental Agreement.

9.2 Side letters and collateral agreements: please confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it.

This is complete and will be updated as Network Rail review and industry consultation develops.

9.3 Confidential redactions: please list any information that you have redacted from any documentation sent to consultees. If there has been no pre-application consultation, please list any information you want us to exclude from publication. Please provide full reasons for any redactions.

None.

10. Pre-application consultation

10.1 The consultation:

If consultation has not been carried out, explain why not. If it has, please list the consultees.

Consultation is to commence imminently. This application is made before full review in response to the needs of the ORR letter of 24th April.

Who conducted the consultation?

Network Rail will consult.

List all consultees who responded and include their responses and any associated documentation or correspondence between the parties.

Avanti West Coast

Dear (Redacted),

First Trenitalia West Coast Rail Limited (FTWCRL) response to Industry Consultation: First Great Western Limited (FGW) 201st Supplemental Agreement.

Thank you for the opportunity to respond to this track access rights application from FGW, dated 20th May 2024, commencing at the start of the December 2024 timetable.

FTWCRL has assessed FGW's proposal and has no objections.

Amey Infrastructure

Good morning (Redacted)

Thanks for including Amey Infrastructure Wales in this Section 22a consultation on GWR's 201st Supplemental. We have no objection.

Regards
(Redacted)

DB Cargo

Good evening,

DB Cargo has no concerns with this Supplemental.

Best regards

(Redacted)

Freightliner Limited

Dear (Redacted) RE: Geat Western Railway Section 22A Applications to the ORR: 201st Supplemental Agreement 202nd Supplemental Agreement Thank you for consulting Freightliner Group on your

proposed Supplemental Agreement submitted to the ORR following their 'Competing and/or complex track access applications for December 2024, May 2025 and December 2025 timetable changes' letter dated 24th April 2024. This response constitutes the views of both Freightliner Limited and Freightliner Heavy Haul Ltd. Freightliner support the growth of the franchised passenger sector on the railway, and recognise the benefits the operation of the additional and amended services included within your application would bring to the rail industry in terms of increasing revenues, as well as helping to decarbonise the transport sector. However, given the number of competing Track Access Applications submitted from operators across the industry, there is yet to be a clear picture presented by Network Rail of how your aspirations align with those of Freightliner. As such, Freightliner are currently unable to understand the impact this application would have on our own services, and are unable to support your applications to the ORR. Following completion of the analysis Network Rail will be conducting over the upcoming months, Freightliner will review this position, and should it be possible to accommodate your aspirations included within these applications alongside those aspirations submitted by Freightliner, and a reasonable level of strategic freight growth, Freightliner will seek to remove this objection. Yours sincerely (Redacted)

London Travel Watch

Thank you Trevor; much appreciated.

From: Consultations <[REDACTED]>
Sent: Tuesday, May 28, 2024 3:08 PM
To: Redacted <[REDACTED]>
Subject: RE: 201st SA - Proposed Application under Section 22a between Network Rail Infrastructure Ltd and First Great Western Limited PCD '24 -Industry Consultation 21st May 2024 - 21st June 2024

OFFICIAL

Good afternoon (Redacted)

Thank you for getting back to me so quickly with that helpful clarification. London TravelWatch supports the retention of the access right for the Oxford to Paddington service.

Kind regards

Redacted

Redacted

Policy

and

Advocacy

Officer

From: Redacted
Sent: Tuesday, May 28, 2024 1:47 PM
To: Consultations <[REDACTED]>
Subject: RE: 201st SA - Proposed Application under Section 22a between Network Rail Infrastructure Ltd and First Great Western Limited PCD '24 -Industry Consultation 21st May 2024 - 21st June 2024

OFFICIAL

Good afternoon Redacted

Thanks for the email, and apologies for any confusion. It just means that GWR wish for this access right to run to the end of the Track Access Contract which is currently the commencement of May '26 timetable period. I hope this helps.

Best regards,

Richard



Redacted
 Redacted
[Redacted](#)



From: Consultations <[REDACTED]>
Sent: Tuesday, May 28, 2024 1:22 PM
To: Redacted

Subject: RE: 201st SA - Proposed Application under Section 22a between Network Rail Infrastructure Ltd and First Great Western Limited PCD '24 -Industry Consultation 21st May 2024 - 21st June 2024

OFFICIAL

Dear Redacted

Thank you for your e-mail about this consultation.

The geographic remit of LTW extends from London Paddington to Slough for GWR's services (our remit to Reading only covers Elizabeth line services), so our comments just relate to GWR's services between those stations.

London TravelWatch welcomes the reintroduction of the Oxford to Paddington service. Regarding the Oxford to Paddington service under the Provision to Timetable to End Contract, can you please explain what this means as this is not something we have seen before in a consultation.

Kind regards

Redacted

Redacted

Policy and Advocacy Officer

MTR Elizabeth Line

From: Redacted >
Sent: Wednesday, May 22, 2024 9:44 PM >
To: Redacted >

Subject: Re: 201st SA - Proposed Application under Section 22a between Network Rail Infrastructure Ltd and First Great Western Limited PCD '24 -Industry Consultation 21st May 2024 - 21st June 2024

OFFICIAL

Hi Redacted

Please can you confirm whether the Oxford-Paddington services were included in the May 2023 Concept Train Plan ?

If not, then please can you provide performance modelling to demonstrate that the additional services can operate reliably with no impact on MTR Elizabeth line services

Thanks very much

Redacted

Hi Redacted

Hope you're well and thanks for the follow-up; apologies for the delay and be assured this hasn't been forgotten about.

We are now beyond using the Elizabeth line concept train plan for May 23 as we have been running the timetable for over a year, and our feeling is we should base our analysis on current data.

Our performance team is looking at this, and as soon as I have outputs to share, I'll be in touch.

Hope this helps Redacted

Best,

Redacted

Transport Focus

Hi Redacted

Thanks - happy to accept.

Best regards

Redacted

West Midland Trains

Good Afternoon Redacted,

After internal discussion WMT has no questions or issues with the proposal and therefore can support it.

Kind Regards,

Redacted

Network Access Manager

M: Redacted

E: [REDACTED]

CrossCountry

From: \$UK XC -Track Access <[REDACTED]>
Sent: Wednesday, September 25, 2024 1:12 PM
To: Redacted [REDACTED]
Cc: \$UK XC -Track Access [REDACTED]
Subject: RE: 201st SA - Proposed Application under Section 22a between Network Rail Infrastructure Ltd and First Great Western Limited PCD '24 -Industry Consultation 21st May 2024 - 21st June 2024

OFFICIAL

Hi Redacted

Thank you for your call earlier.

I have looked into this ad we had no further concerns. Due to the amount of applications at the time, the ones we didn't respond to we accepted by default.

Therefore, please accept this email as no further objections to the GWR 201st Supplemental Agreement.

Kind Regards

Redacted, Redacted, CrossCountry

Mobile: Redacted

Address: Redacted

10.2 Resolved issues: please explain any issues raised by consultees which have been resolved.

Crosscountry commented upon the Oxford – Bristol detailing that CrossCountry expects the same mitigations to be agreed before the services are introduced in the summer service. GWR will only be operating the services during winter period.

CrossCountry also requested the F3 for the 08:35 Cheltenham to Swindon service and the associated ECS service. This information has been provided and shared with the ORR.

CrossCountry also requested the times for the ECS out of the sidings and which sidings the 08:07 Oxf – Pad service would come out of. This information has been provided and shared with the ORR. GWR no longer wish to introduce the 08:07hrs Oxf – Pad service.

MTR EL wished to see performance modelling for the 08:07hrs Oxf – Pad service. GWR no longer wishes to introduce the 08:07 Oxford – Pad service.

10.3 Unresolved issues: Please explain any issues raised by consultees which have ***not*** been satisfactorily resolved and why you think these issues should not stop ORR approving the application.

Freightliner Ltd has commented that until it understands that its services can be accommodated alongside other operators' services, it will not provide its support at this stage and reserves its position until such time that Network Rail's advanced timetabling work is complete.


10.4 Subsequent Changes: Have any changes been made to the proposal following consultation?

The application regarding the additional morning Oxford - London service Mondays to Fridays has been withdrawn due to change of GWR specification.

11. Certification

Warning: Under section 146 of the Railways Act 1993, any person who, in giving any information or making any application under or for the purposes of any provision of the Railways Act 1993, makes any statement which he knows to be false in a material particular, or recklessly makes any statement which is false in a material particular, is guilty of an offence and so liable to criminal prosecution.

For agreed applications under section 18 or 22, Network Rail should complete the information below. For disputed applications under section 17 or 22A, the beneficiary should complete it.

I certify that the information provided in this form is true and complete to the best of my knowledge	
Signed 	Date ...20th May 2024 updated January 2025.....
Name (in caps) ROBERT HOLDER	Job title NETWORK ACCESS MANAGER
For (company) ...First Greater Western Limited.	

12. Submission

12.1 What to send: please supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form by e-mail, **in plain Microsoft Word or Open Document Text format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting).

12.2 Where to send it:

Email: [REDACTED]