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Dear Steven and Rob

Approval of the 14th supplemental agreement to the track access contract between Network Rail Infrastructure Limited and First Greater Western Limited (GWR)

1. We have today approved the above supplemental agreement submitted to us formally on 18 December 2017 under section 22 of the Railways Act 1993 (the Act). This follows an earlier informal submission of a draft agreement for our consideration. The purpose of this letter is to set out the reasons for our decision.

2. The purpose of this agreement is to amend Schedule 5 of the track access contract to reflect changes to services from 1 January 2018 in relation to the Great Western Electrification Programme (extending OHLE from Maidenhead to Didcot Parkway). These mainly relate to the reinstatement of Reading to London services following the commissioning of OHLE to Didcot Parkway and also changes driven by passenger demand for enhanced services.

3. Network Rail undertook the normal industry consultation from 15 September 2017 to 13 October 2017 and there were four responses. The Welsh Government and Arriva Trains Wales replied saying that they had no comments to make. Chiltern Railways noted some discrepancies regarding the number of services in the application and also expressed concern regarding the performance impact of the proposed changes. MTR Crossrail had some comments and queries regarding performance impact and modelling.

Network Rail responded to all of these queries and there has not been any further correspondence from MTR Crossrail and Chiltern Railways.

4. The application originally consulted upon included some rights that GWR had not been able to agree with Network Rail. We agreed with the parties that these rights would form part of a separate application at a later date.

5. Our review identified a number of drafting issues with the supplemental agreement that needed correcting. We asked for clarification regarding some service changes. GWR also advised us during our review that the start date of some of the services in the application and agreement was incorrect. All of these issues were either clarified satisfactorily or corrected.

6. Our review did not identify any further issues and we are satisfied that approval is in accordance with our statutory duties under Section 4 of the Railways Act 1993.

7. In considering the agreement and in reaching our decision, we have had to weigh and strike the appropriate balance in discharging our statutory duties under section 4 of the Act. We have concluded that approval of this supplemental agreement is consistent with our section 4 duties, in particular those relating to protecting the interests of users of railway services (section 4(1)(a)), promoting the use of the railway network for the carriage of passengers (section 4(1)(b)) and enabling persons providing railway services to plan their businesses with a reasonable degree of assurance (section 4(1)(g)).

8. Under clause 18.2.4 of the track access contract, Network Rail is required to produce a conformed copy, within 28 days of any amendment being made, and send copies to ORR and the Train Operator. Please send the conformed copy to me at ORR.

9. Electronic copies of this letter and approval notice will be sent to Keith Merritt at Department for Transport and Peter Craig at Network Rail. Copies of this letter and the agreement will be placed on ORR's public register and on the ORR website.

Yours sincerely

A handwritten signature in black ink, consisting of a large, stylized 'J' followed by a long, sweeping horizontal line that tapers to the right.

Jonathan Rodgers