

From: Rob holder

Sent: 14 December 2016 16:00

To: Tomlin Craig; Jonathan Cooper

Cc:

Subject: RE: Proposed Track Access Contract under Section 17 of the Railways Act between Alliance Rail Holdings (operating as Grand Southern Railway) and Network Rail Infrastructure Limited.

Good afternoon Craig and Jonathan,

Thank you for this and for recently sending through further details of the proposed service.

It would be very helpful if the Office of Rail and Road considers whether:

1. as is the norm with open access proposals the "the not primarily abstractive" should apply;
2. there will be acceptable performance implications particularly in the Southampton area given a perception that the area is close to being congested.

Regarding point 2, the corridor into Southampton from the east is already congested so to reduce the little remaining spare capacity will result in more disruption to all services when something is running late which could affect GWR services' performance.

With regard to specific service timings,

GWR Cardiff- Portsmouth

The proposed services follow GWR's to-Portsmouth trains about 6 minutes behind, clearly a danger that GWR's scope for recovery will be limited if GWR already late if GWR regulated behind.

Other GWR services.

The to-Brighton service runs in an hour there is no proposed service.

The from-Brighton (0859) train is about 4 minutes in front of their service, clearly a danger that GWR's scope for recovery will be limited if GWR already late if GWR regulated behind.

The from-Brighton (1659) train is about 6 minutes behind their service, again clearly a danger that GWR's scope for recovery will be limited if GWR already late if GWR regulated behind .

Southampton Platforming.

As an example GWR's 2042 arrival is 4 minutes before the proposed 2046 arrival indicating that a platform plan is needed to prove the service.

Many thanks.

Rob

Robert Holder | Network Access Manager | Great Western Railway
1 Milford Street | Swindon | SN1 1HL