

Chris Wilson
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London

16th December 2016

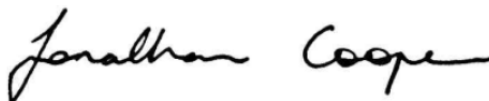
Dear Chris

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

Thank you for your response to the consultation for new services from London Waterloo to Southampton Central. Essentially your objection is due to your concerns over capacity and a lack of a timetable. I attach a copy of our indicative timetable (full service not only off-peak). Please see the accompanying explanatory note before reaching any conclusions from the timetable alone.

Alliance is very supportive of freight on the network and the importance of the Port of Southampton. Our application is for a very small number of additional trains over the current quantum, and having reviewed the train movements at Southampton Central we have identified opportunities for workable train paths. Terminating trains will normally continue into the UGL in the same way that CrossCountry terminating trains do. As there is no completely standard hour for platforming arrangements in some hours it may be necessary to retime our trains slightly or for Network Rail to use it's contractual flex in order to optimise the timetable.

Yours sincerely,



Jonathan Cooper
Head of Contracts and Compliance