

From: [Samuel Price](#)
To: [Reed, David](#)
Cc: [Susie May \(She/Her\)](#); [Dale Williams](#); [Track Access Managers](#)
Subject: [EXTERNAL] RE: NR submission on WCML South
Date: 26 February 2025 13:05:17
Attachments:

Dear David,

Thank you for arranging to share the letter from Network Rail dated 7th February, setting out its general representations on capacity availability on the WCML between Rugby and London Euston.

I note that Caledonian Sleeper's S22A application seeking the rights to operate our Highlander services via Birmingham International and the reinstatement of firm platform occupation rights for Southbound services at London Euston does not seek any additional capacity over the WCML between Rugby and London Euston. Nor based on timetable development work done to date, will the addition of Birmingham International as a calling point require us to alter the current service timings over that section of the corridor.

Given the significant connectivity benefits that operating the Highlander service via Birmingham will offer, an initiative which is fully supported by Transport Scotland, Scottish Rail Holdings, West Midlands Rail Executive and Transport for West Midlands, and the positive discussions we have had on timetable development with colleagues at Network Rail, we hope that Network Rail will ultimately confirm its support to ORR for this element of the application once the necessary internal consultations have been concluded. Transport Scotland have also made strong representations to us that they consider the firm platform occupation rights to be an important aspect of maintaining alignment between our Track Access Rights and the service level commitment within the Caledonian Sleeper Grant Agreement, and therefore protecting the significant investment which has been made by Scottish Government in the Caledonian Sleeper service. Again, the reintroduction of these rights as firm ones does not impose any additional capacity demands on the WCML between Ruby and London Euston and we see no basis why they should not be supported by Network Rail based on these representations.

Previous discussions have indicated all parties appreciate that the CSL advanced booking window/ model means that early notice of our rights will be particularly advantageous in planning our business. We therefore hope that it will be possible to conclude approval of our application as soon as possible.

Best regards

Sam

Sam Price (He/His)
General Counsel

Caledonian Sleeper