

Hello Jonathan,

- 1: Thank you for the opportunity to comment on Network Rail's representations;
- 2: Whilst the Priority Date for the Subsidiary Timetable 2026 has passed it has not for the Principal Timetable (Dec) 2026 or for the Subsidiary Timetable 2027;
- 3: In view of this GWR retains the need for firm right (ie Table 2.1 of Schedule 5) to end contract as shown in the application;
- 4: GWR will consider a number of calls at Bath and Chippenham being contingent where it is shown existing freight right is otherwise compromised and no amicable solution to reroute or retime such freight is found;
- 5: GWR has experience of the potential need for an element of level crossings upgrade where increased frequencies of rail traffic seem to imply increased risk to road or rail users. In the case of additional Gatwick services increased levels of service were able to operate before the plan for level crossings improvement had been implemented. The detail of Network Rail's proposals for upgrades driven by GWR Bristol - Oxford service is being worked through. Regarding funding GWR is loathe to commit before ongoing firm right to an hourly service is secured (as otherwise any investment may be wasted); and
- 6: I should be very grateful for an opportunity to comment on any further representation Network Rail may provide if this is possible please, including its response to the ORR's request regarding an assessment of Foxhall - Wootton Bassett.

Many thanks.

Rob

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