

**Great Western Railway Section 22 301st Supplemental Agreement
Industry Responses.**

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Chiltern Railways response to GWR 301st Supplemental Agreement for Oxford to Bristol services.

20th June 2025

Dear ,

Please find below the full response to the GWR 301st supplemental agreement proposal for Oxford to Bristol services, dated 29th May 2025.

Chiltern Railways requires further information to adequately respond in full to this application. Our response has been separated into segments of the Form P to group together items which may be related. We would be grateful for a response from GWR to the points raised in this letter please.

- 3.1 Application Overview
 - Upon reviewing the proposed supplemental agreements, the footnote attached to the existing trial services has been amended to extend the validity of SO rights to SCD 2026, however there is no reference to this in the Form P. Please can GWR clarify whether this is considered under the application?

- 4.2 Capacity
 - The Form P notes that the proposed train services will undergo review by Network Rail regions including System Operator, the SOAR panel, the TPRAM process and validation for timetable production. However, there is limited/no evidence provided at this Form P stage as to how GWR are satisfied that there is capacity available for the train paths as well as platform availability. References are made to known capacity risks involving Lumo and Freightliner. Please can GWR advise?
 - Has any analysis been undertaken on platform capacity at Oxford, particularly as these services are proposed to begin before Platform 5 has been commissioned?
 - Has GWR ensured that the hourly paths have been included in assumptions for EWR CS2 industry timetable workshops?

- 4.3 Performance
 - Whilst this section references developments around improving performance through reduction of overcrowding delays, there is no description of potential impact to network performance. As a result, the application

chilternrailways.co.uk

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Registered office: 1 Admiral Way, Doxford International Business Park, Sunderland, England SR3 3XP.
Company Registration No. 3007939. VAT Registration No. GB 667 3877 77.

cannot demonstrate that any performance risk is tolerable. Please can GWR advise?

- Chiltern Railways would require full sight of the performance modelling to adequately conclude an assessment on the impact to services at Oxford. Please can GWR confirm whether trains will shunt into the Up/Down Carriage Sidings at Oxford during layovers? Is there sufficient capacity available for shunts to take place?

If further clarity from Chiltern Railways can be provided on any of the points raised above, please do not hesitate to reach out.

Kind regards,

Network Development Manager, Chiltern Railways

Banbury Integrated Control Centre, Higham Way (off Merton Street), Banbury, Oxon, OX16 4RN

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20th June 2025

Dear,

XCTL's response to Proposed Application under Section 22A between Network Rail Infrastructure Ltd and First Greater Western Limited.

This letter constitutes XCTL's formal response. Unfortunately, we are unable to support this Section 22A Track Access Application at this current time. We do not have sufficient information or clarification to demonstrate to us that the proposal is viable.

XCTL understands that there is some ongoing timetabling work being carried out by Network Rail on the Oxford – Bristol proposal. Once this work has been carried out and shared with us, XCTL will be in a better position to accept this proposal. I understand this information will be available shortly after the consultation closes on 26th June 2025.

XCTL would like Network Rail/First Greater Western Limited to resolve the above before we will be in a position to support this application.

Yours Sincerely

Track Access Manager

Thanks for taking the time to review and comment on GWR's application, [REDACTED].

Your contribution will be added to the package of responses we'll submit to the ORR post-consultation.

Many thanks

[REDACTED]



[REDACTED]

Customer Manager (GWR)

[REDACTED]

[REDACTED] [@networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)

From: <@transportfocus.org.uk>

Sent: 20 June 2025 09:10

To: <@networkrail.co.uk>; <@networkrail.co.uk>

Subject: Re: GWR's 301st Supplemental Agreement S22A Bristol Temple Meads<>Oxford SCD 2026

Hi

Thanks for this proposed SA to allow for a new service between Bristol and Oxford, via Didcot Parkway. We would support the enhanced journey opportunities that this service offers, but as the application states we're mindful of the capacity constraints in some parts of this route, and of competing bids through freight and open access operators.

New services are good for passengers, but it is important that they can be delivered reliably and punctually, and not have a negative effect on the performance of existing services.

Best regards

Rail technical advisor

@transportfocus.org.uk

Transport Focus

The independent transport user watchdog

Follow us on X, formerly known as Twitter [@transportfocus](https://twitter.com/transportfocus) – our chief executive tweets [@AlexRobertsonTF](https://twitter.com/AlexRobertsonTF). You can also call our contact centre on 0300 123 2350 (open 8am - 8pm Monday - Friday and 8am - 4pm at weekends) or via www.transportfocus.org.uk/contact.

Good morning [REDACTED] ,

Further to my email a few moments ago, [REDACTED] and [REDACTED] from GWR have kindly provided a response to your queries concerning arrival times at Oxford in the morning peak and also the ECS moves – please see email below.

Rob and Matt have been cc'd in so if you have any follow-up questions, both would be happy to respond.

I hope this helps.

With kind regards,

[REDACTED]



[REDACTED]

Customer Manager (GWR)

[REDACTED]

[REDACTED] [@networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)

From: <@gwr.com>
Sent: 05 June 2025 09:12
To: <@networkrail.co.uk>
Subject: Fw: GWR's 301st Supplemental Agreement S22A Bristol Temple Meads<>Oxford SCD 2026

From: <@gwr.com>
Sent: 05 June 2025 09:06
To: <r@gwr.com>
Subject: RE: GWR's 301st Supplemental Agreement S22A Bristol Temple Meads<>Oxford SCD 2026

Morning,

We have been refining the timetable in the background, with NR working on a May 26 pre-work database. 1M22 and our arrival are shown below. We are slightly earlier now to clear the platform at 0735.

ECS moves are to the DCS (cannot get to the UCS), and we interwork some workings with the fast London's when they are 5-car workings to produce a better shunting plan. We haven't got the full Oxford shunting plan yet but can send once it is finalised.

Regards,

Junction Report: Oxford									
Train 1	Line In 1	Time 1	Line Out 1	Plat	Line In 2	Time 2	Line Out 2	Train 2	
5F04RX [SX] 06:48 MKC-OXF 07:29	URL	a 07.29		2					
				4	DM	a 07.31		1D51MT [SX] 06:14 BRI-OXF 07:31	
1P02DA [SX] 05:23 HFD-PAD 08:24		d 07.31	URL	3					
5L09MT [SX] 07:26 OXF-OXF 07:34	N	a 07.34		3					
2L09DB [SX] 07:35 OXF-DID 07:54		d 07.35	URL	3					
				4		d 07.35		5N53MT [SX] 07:35 OXF-OXF 07:46	
				4	DM	a 07.38		1M22FX [SX] 06:16 SOU-MAN 10:29	
1T05RX [FSX] 06:08 MYB-OXF 07:38	URL	a 07.38		3					
4046CB [MSX] 03:10 TRFDEUG-SOTDWGB 10:28	UML	07/39	UML	3					
				4		d 07.40	DRL	1M22FX [SX] 06:16 SOU-MAN 10:29	
				2		d 07.41	HPI	5F02RY [SX] 07:41 OXF-MKC 08:25	

Strategic Train Planning Manager

Strategic Service Development | Great Western Railway

From: <@gwr.com>

Sent: 05 June 2025 08:57

To: <@gwr.com>

Subject: Fw: GWR's 301st Supplemental Agreement S22A Bristol Temple Meads<>Oxford SCD 2026

Hello,

I should be very grateful for any comments you may have on this please.

Many thanks.

Great Western Railway

1 Milford Street | Swindon | SN1 1HL

First Greater Western Limited | Registered in England and Wales number 05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

From: <@crosscountrytrains.co.uk>

Sent: 30 May 2025 16:52

To: <@networkrail.co.uk>

Cc: <@crosscountrytrains.co.uk>

Subject: RE: GWR's 301st Supplemental Agreement S22A Bristol Temple Meads<>Oxford SCD 2026

OFFICIAL

Hi,

Hope you're well.

I have received some questions that require clarity before we provide our informed response.

The 07:32 arrival is a bit close to our 1M22 (07:38 arrival into Oxford) and we are concerned with GWR's ability to SCU the unit in time and clear it to avoid our service experiencing cautionary aspects. Have GWR factored these additional services into their station staff establishments in case they require an increase in headcount for these additional tasks?

Furthermore, can GWR confirm where the services will be stabling between workings at Oxford? Will they be using the Up or the Down sidings and can they provide any timings for these?

Thank you in advance for your help with this.

Kind Regards

CrossCountry

Mobile:

Address: 5th Floor, Multistory, 18 The Priory Queensway, Birmingham, B4 6BS



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Hello,

Many thanks for sight.

I appreciate the feedback.

I will talk to people here especially around the train planning rules item and the use of the curve as a loop and get back to you.

Many thanks.

| Network Access Manager | Great Western Railway

1 Milford Street | Swindon | SN1 1HL

[@GWR.com](mailto:GWR.com)

First Greater Western Limited | Registered in England and Wales number 05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

From: <@freightliner.co.uk>

Sent: 29 May 2025 19:12

To: @networkrail.co.uk <@networkrail.co.uk>; <@networkrail.co.uk>

Cc: <@gwr.com>

Subject: RE: GWR's 301st Supplemental Agreement S22A Bristol Temple Meads<>Oxford SCD 2026

Hi,

Thank you for consulting Freightliner on the below Section 22A application being made by GWR.

While Freightliner understand the desire for improved connectivity on this route, and the obvious benefits this will bring to passengers, the benefits of this need to be carefully assessed against other strategic priorities.

Freightliner are not in a position to support this application at present, primarily due to the lack of development of the timetable study, and our inability to accurately assess the impact it will have on both current Freightliner operations (which are obviously impacted based on the comments in the Form P) and future aspirations. Our particular concerns include, but aren't limited to:

-Didcot West curve between Didcot North Junction and Foxhall Junction being used frequently as a regulating point for freight services, often for extended periods of time due to the frequency of services on both the Didcot-Oxford and Didcot – Swindon corridors.

-Train Planning Rules not being developed for movements at Foxhall Junction, or Milton Jn should trains be routed via the Relief Line from Foxhall Jn. This needs to be addressed to allow any accurate assessment of capacity utilisation at these locations where currently no Rules exist.

-The potential negative impact on performance as a result of the above lack of Rules.

-The ability to secure paths for freight services between Didcot and Swindon, and onwards from Swindon, given the speed differential between freight and passenger services on this section and the difficulty in obtaining new paths to support growth against the existing service, let alone a service with additional trains included.

Freightliner note the comments in the Form P relating to the requirement to divert 3 intermodal services via Chipping Sodbury instead of Bath. While open to this approach, Freightliner question the ability to find paths via this route given these trains would then need to be given a clear run (without recessing in any loops) from Challow to Severn Tunnel Junction. We would also note the reason for these trains being routed via Bath is due to GWR's proposed increase in services in December 2019 which no longer operate, and whether the timetable structure still supports operation via this route.

Freightliner remain open to working with GWR to reach a position where the impact of these additional services can be fully understood, and hopefully both operators can see benefits to train service delivery as a result, however at the current time this is not the case, leaving us with no option but to object to this proposal. We will look to engage with both GWR's and Network Rail's planning staff when required to seek to better understand the impact.

Regards

Head of Planning (Long Term)
Freightliner Group Limited

Mobile:

Email: @freightliner.co.uk

Web: www.freightliner.co.uk

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Hello,

Thanks for your comments, appreciated.

I agree that both the TfW plans for May '26 as well as the GWR services between Bristol <> Oxford are being looked at together under a single workstream being undertaken by the NR Advanced Timetable team, and therefore our understanding is aligned.

Best regards,



Customer Relationships Executive

[@networkrail.co.uk](mailto:networkrail@networkrail.co.uk)



From: <@tfwrail.wales>

Sent: Wednesday, June 18, 2025 3:23 PM

To: <@networkrail.co.uk>; <@networkrail.co.uk>; <@gwr.com>

Subject: RE: GWR's 301st Supplemental Agreement S22A Bristol Temple Meads<>Oxford SCD 2026

OFFICIAL

Hi all,

Thanks for consulting us on this.

As you will be aware, TfW Rail is proposing to extend existing services from West Wales through to Bristol Temple Meads from May 2026, which would be a 2-hourly service with 9 trains each way per day. Network Rail's Capacity Planning team are fully aware of these plans and are currently carrying out timetable analysis which will then inform performance modelling.

While we cannot see that a new regular Bristol to Oxford service would have any implications on our own plans, our proposed services could potentially use the same infrastructure in and out of Temple Meads. We trust that Network Rail will bear our own Bristol proposals in mind when considering this application, noting the work being undertaken by Capacity Planning at the moment.

Regards,