



Ian Williams  
Senior Track Access Manager  
Office of Rail and Road  
One Kemble Street  
London  
WC2B 4AN

Customer Relationships Executive  
Network Rail, Western House  
1 Holbrook Way  
Swindon  
SN1 1D

25 July 2019

Dear Ian,

**Application for Directions: Proposed 39th Supplemental Agreement to the Track Access Contract between Network Rail Infrastructure Limited First Great Western Limited**

I refer to your letter of 4 July 2019 where you invited Network Rail Infrastructure Limited to make written representations in respect of the 39th Supplemental Agreement application made by First Greater Western under Section 22A of the Railways Act 1993 (the Act). Our representations to the Office of Rail and Road (ORR) follow here within.

Background

Network Rail acknowledges that this application has been provided at the Secretary of State's request to provide sufficient firm rights for three trains per hour Reading to Redhill from SCD 2020.

Owing to the size of the application an extensive internal consultation has been undertaken since this date involving several Network Rail routes, to which First Greater Western (FGW) has been party and offered its input and assistance to queries and issues that have arisen. Owing to a number of outstanding assurances that are required to permit the operation of three trains per hour between Reading to Redhill as outlined below Network Rail is unable to agree to these rights at this time.

Current Position

Network Rail supports the rights sought in the application with the exception of the rights for any rejected/amended services that cannot be accommodated in the timetable following discussions with Network Rail. For full purposes of clarity, Network Rail does not support the rights associated with the rejected paths as shown in **Appendix A**.

Furthermore, Network Rail does not support First Greater Western's proposal to operate an additional train per hour between Reading and Redhill with two vice one train per hour going through to Gatwick Airport in train service group EF09 for the following reasons:

- Network Rail has concerns at the combined effect of the Gatwick Project and the additional train per hour proposal on signaller workload on Panel 4 (and to a lesser extent panel 3) at Three Bridges Area Signalling Centre. An assessment is planned to be undertaken in conjunction with Gatwick Project to identify necessary mitigations which Network Rail may require GWR to fund. Any mitigation would need to be implemented ahead of any timetable change inclusive of the additional train per hour.
- Performance Modelling and interaction with other Train Operating Companies: Network Rail need to understand performance implications upon GTR's 'on time' metric as well as GWR's PPM as a result of running an additional service per hour. Until such time that Network Rail is able to review the impact upon performance and is satisfied that that the additional train does not reduce performance to the current levels, we do not support the additional train per hour on the North Downs line.

Network Rail continues to support FGW's existing services between Reading and Gatwick Airport, as set out in the table below, which includes the one additional train per day between Redhill and Gatwick Airport which forms part of FGW's Section 22 December 2019 application (38th Supplemental Agreement).

EF 09 Table 2.1: Passenger Train Slots						Passenger Train Slots		
NORTH DOWNS						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Reading	Gatwick Airport	Guildford and Reigate	EF09.101	25521007	165 - 1	20	20	18
Gatwick Airport	Reading	Reigate and Guildford	EF09.102	25521007	165 - 1	19	19	18
Reading	Redhill	Guildford and Reigate	EF09.103	25522007	165 - 1	14	15	12
Redhill	Reading	Reigate and Guildford	EF09.104	25522007	165 - 1	15	16	12
Reading	Shalford	Guildford and Reigate	EF09.105	25522007	165 - 1	4	0	0
Shalford	Reading	Reigate and Guildford	EF09.106	25522007	165 - 1	4	0	0
Redhill	Gatwick Airport		EF09.107	25521007	165 - 1	1	0	0

Yours sincerely,



**Customer Relationships Executive  
Network Rail - Western**