

**First Greater Western Statement  
to the Timetable Panel Hearing of Disputes TTP807 and TTP808.**

Under the provisions of the Access Disputes Resolution Rules, First Greater Western Limited, a company registered in England under number 05113733 having its registered office at Milford House, 1 Milford Street, Swindon SN1 1HL ("FGW"), wishes to become a Dispute Party in connection with Timetabling Disputes TTP807 (brought by GB Railfreight Limited) and TTP808 (brought jointly by Freightliner Limited and Freightliner Heavy Hall Limited) concerning the decision of Network Rail Infrastructure Limited ("Network Rail") to amend its decisions as previously published in Version 2 of the Timetable Planning Rules for 2016.

FGW Support in the Dispute for Network Rail.

FGW is supportive of the revision made by Network Rail.

FGW Franchise.

FGW's franchise runs until April 2019 (or up to a year later than that under certain circumstances). It is a requirement of the franchise (contractualised through FGW's Service Level Commitment) that from a date at FGW's prerogative and no later than the commencement of the May 2016 timetable FGW seeks to timetable instead of the current half-hourly Paddington - Greenford passenger service a half-hourly West Ealing - Greenford service and a half-hourly Paddington - Hayes service. This enables the paths at Paddington currently used by the two-car Greenford service to be used by eight-car electric trains providing significantly improved passenger capacity into and out of Paddington as required by demand.

Such a service is required by the franchise until the commencement of the May 2018 timetable when the Hayes service is to be withdrawn in favour of Crossrail. The West Ealing - Greenford service is required to be provided by FGW throughout the franchise.

The franchise requires FGW to use its powers to help secure the service.

Context.

In this context FGW supported both the Network Change for the new bay platform at West Ealing and the Timetable Planning Rules change helping to facilitate the service. It is the intention to start the service once the infrastructure is in place. This means on present plans that implementation of the new passenger services is from Period B (10th January to 14th February 2016) and that the Hayes - Paddington service will be operated with diesel traction initially.

FGW's View.

It is FGW's view that:

1. The West Ealing - Greenford shuttle timetable can work without the proposed Timetable Planning Rules changes, however there may then be conflicts caused by the reduced infrastructure;
2. The Timetable Planning Rules change (save the elements referring to the new bay platform and the extension of the current platforms for Crossrail trains) is consistent with the current infrastructure, so the element of the Timetable Planning Rules change affecting through passenger or freight services is not dependent on infrastructure change; and
3. It is therefore necessary to have the Timetable Planning Rules in place to provide a robust timetable, and it is not necessary to have the infrastructure in place to enable the Timetable Planning Rules (that refer to through services) to be in place.



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