Emyl Lewicki
Track Access Manager
Office of Rail and Road
Telephone: [redacted]
Email: [redacted]

Joseph Brown
Customer Manager
Network Rail Infrastructure Limited
By email only

31 January 2025

Dear Emyl,

Application for directions: proposed 3rd supplemental to the track access contract between Network Rail Infrastructure Limited (Network Rail) and First Rail Wales and Western Limited dated 13 June 2023

This letter provides the initial representations of Network Rail in respect of First Rail Wales and Western Limited's (FRWW) Section 22a application for a proposed 3rd Supplemental Agreement between Network Rail Infrastructure Limited (we) and First Rail Wales and Western Limited to add a new service group to operate the following services from the Subsidiary Change Date (SCD) 2028 to the Principal Change Date (PCD) 2037:

- 5 return weekday, 4 Saturday and 3 Sunday services between London Paddington and Paignton
- 1 service each day from London Paddington to Exeter
- 1 service each day from Highbridge and Burnham to London Paddington
- 1 service each day from Paignton to Bristol Temple Meads

We have not had the opportunity to work on this application in collaboration with FRWW due to the commercial implications of the application[1]. However, since we were made aware of this application on 9 December 2024, analysis of the application commenced to assess the impact that it would have on the network. Whilst this letter represents our initial response to the application, as is noted in the respective sections below, the complexity of the interaction of the proposed access with existing services, the finalised evaluation of level crossing risk mitigations and operational considerations have not been able to be fully explored at this time to be able to make final representations in these areas.

[1] First Rail Wales and Western Limited, *Application to the Office of Rail and Road for a passenger track access contract, or an amendment to an existing Contract*, p. 4, 04 December 2024

In light of the identified capacity conflicts identified to date, coupled with the likely performance impact, in addition to further evaluation of level crossing mitigations and operational queries that need to be explored further, we are not able to support FRWW's application. Our work, as detailed in this letter, means we are unable to support the weekday proposals, unless the request is heavily revised by FRWW and then reassessed by us. More information is needed from FRWW to be able to assess the Saturday and Sunday proposals. The above notwithstanding, we request the opportunity to have time to further assess the application in collaboration with FRWW on the areas identified. We acknowledge that a number of the challenges identified thus far may be resolved through further discussion and analytical workstreams.

Interested Parties

Network Rail is not aware of any persons who would fall within the definition of "Interested Person" in paragraph 1 of Schedule 4 of the Railways Act 1993 in relation to the application made by FRWW.

Capacity

Under the grounds of capacity, we are unable to support the application for weekday services. Our Capacity Planning team has carried out a detailed assessment of the proposed paths and this timetable study is included as Appendix 1 to this response. Further to this, we can advise that none of the weekday services requested by FRWW are compliant with current Timetable Planning Rules (TPR's). Of the 13 services, 6 possess no viable path, and therefore cannot be supported. The remaining services can only achieve a viable path through significant flexing to other services currently within the timetable and can only function in one direction, with no viable inbound path found to form the service these cannot be accommodated.

The Capacity Planning timetable study is based on the following assumptions:

- The assessment was made against the May 2025 offered timetable.
- In addition to the May 2025 offered timetable, FRWW's London Paddington – Carmarthen paths, and the paths for Go-op's Taunton – Westbury – Swindon, were considered. Both of these have access rights.
- The assessment did **not** take into account any foreseen changes from the Old Oak Common (OOC) construction phase, which is likely to see a re-write of the Great Western Mainline from December 2028 (date not yet confirmed) with additional time required in services between Old Oak Common and London Paddington to account for a new permanent speed restriction, and changes to timings into Paddington as part of a future TPR review. The timetable for this has not been developed and will be done so once a new programme date for the construction phase is confirmed.
- The analysis indicates that none of the Paignton to London Paddington services (Up Services) can be accommodated. The key constraints are:

Newton Abbot to Exeter St. David's	The two-track railway between these locations is a particular pinch point due to the mixed pattern of services that use this section and the difference in running time it takes for these services to travel between these locations. For example, a stopping service between Dawlish Warren to Exeter St. David's takes approx. 20

	minutes to travel and there are 2tph stopping services, totaling 40 minutes in total, which causes a number of TPR conflicts that are unable to be resolved, full details are available in Appendix 1. These proposed services run out of pattern from the existing local and long distance services.
Exeter Area	Platforming restrictions at Exeter St. David's adds complexity to the station planning. For example, all services that travel towards Exeter Central/Exmouth have to use Platform 1 at Exeter St. David's, meaning that any re-timings to these services cause conflicts in both the Exmouth area and the branch towards Okehampton and Barnstaple. As both of these routes are predominantly single line, re-timings to services to/from these areas cause major conflicts that are unable to be resolved.
Taunton to Bristol Temple Meads	This is a 2 track railway with a mix of fast and stopping services. Particular pinch points are at Worle and Uphill Junctions on/off the Weston-Super-Mare branch. This has been a particular challenge for the Up Services as those are the ones that would conflict with services crossing onto or off the branch. With the Weston-Super-Mare branch being single line operation, this has made retimings to these not feasible, as they cause further conflicts.
Swindon to Wantage Road	This two-track area sees a lot of mixed traffic with passenger and freight services. Particular challenges are around the time it takes some freight services (on occasions up to 15 minutes) to run between regulating points. There are limited options to retime these services due to the capacity available, both on this route and connecting routes such as the Melksham single line and Didcot - Oxford. Planning additional traffic through these locations is a challenge, particularly in the Up direction.

For the other direction, the London Paddington to Paignton services (Down Services), we have found that the majority of the paths are generally viable from a timetable compliance perspective, though this will require retimings to other services and in some cases, increasing journey times of other services. We note however that as none of the inbound Up Services, which would form these services, are viable, it is likely that the departure times from London Paddington would need to change and therefore these paths would need to be reassessed. Furthermore, the majority of the Down Services are on minimum headway

margins between London Paddington and Reading. Whilst this is TPR compliant, this does bring about performance concerns due to increased operations of trains on minimum headway. Full details are available within the aforementioned Appendix 1.

We have not been able to complete our assessment of the Saturday and Sunday requested paths, as we await the proposed timings for the Paddington to Carmarthen services: we have requested this information from FRWW.

Platforming

At London Paddington, assumptions have been made in regard to the workings as no diagrams have been provided with the application by FRWW. Per the above, regardless of the foregoing, as the Up Services are not compliant and are not able to be accommodated, we are therefore unable to accommodate the platforming for any of the Down Services, due to a lack of path for the inbound stock to form the service.

This remains a high-risk item as constraints already exist within the capacity and routing at London Paddington and the area regularly sees low levels of performance. For example, in the December 2024 timetable, on-time was 58.8%, on-time to 3 was 77.2%, and on-time to 15 was 85.2%

For May 2024 on-time was 55.1%, on-time to 3 was 73.3%, and on-time to 15 was 81.5%. This is particularly pertinent with proposed turnround times being close to the minimum required by TPR's.

Given that the current ORR regional target for on-time is set at 60.4%, the risk is pertinent. It should be noted that no punctuality targets have been set beyond year 2 of the control period.

Finally, there are two services that are proposed to occupy a platform at Paddington for approximately 80 minutes. There is no available capacity for this. For Paignton, assumptions have been made for workings and also the method of working, such as the ability to shunt via the south end of the station, though given that the proposed platforming does not work at Paddington, we would expect the Paignton proposals to change.

Performance

Recognising that the application is to operate the services from 2028, our qualitative performance impact assessment is based on the 2024 timetable geography and train plan. It should be recognised that there are new rights that have been granted for services that will operate and potentially interact on the line of routes involved, which have therefore not been considered as part of this assessment. It should also be noted that Network Rail Wales and Western region are currently delivering its performance improvement plan, which includes performance modelling of the future timetable for the introduction of Old Oak Common station, which has an expected opening date of 2029-2033. There will also be a review of sectional running times on the routes, and implementation of resultant findings. The outputs of these activities would have potential to impact this application and timescales have been included within the 'Wales & Western Region Performance Improvement Plan'[2]. To support this analysis, we have produced a document entitled: 'Paddington – Bristol – Paignton sectional performance', which has been attached

[2] Network Rail Infrastructure Limited, *Wales & Western Region Performance Improvement Plan, Network Rail's Response to the ORR Investigation Report and Final Order (10 July 2024)*, Appendix 1, 09 November 2024

with the letter as Appendix 2, as it provides further detail of the analysis done to date.

The key sections that have been included in our performance analysis are:

- The intensively used section between Paddington and Slough where application of other main line services have only been supported as contingent rights due to the current performance levels, the assessment of our sectional running times, and the development of longer-term plans for Old Oak Common.
- The two-track section between Wantage Road and Wootton Bassett Jn which is intensively used by both high speed long distance and local passenger services, along with freight.
- Interaction between long distance non-stop trains with local stopping services between Bristol Temple Meads and Worle Jn.
- Southbound loss of time into the heavily used Exeter St David's station, then along the sea wall to Newton Abbot – again mixing long distance with stopping services.

The assessment has focused on the volume of train service movements delayed and in particular the impact of sub threshold delay on these services. Sub-threshold delay is an indicator of low-level perturbation within the whole system reflecting deficiencies of dwell and running time within the timetable planning rules, the propagation of delays caused by earlier disruption leading to minor impacts on subsequent or interacting services; and operational inefficacies due to inability to meet line speed as a result of infrastructure or fleet constraints. It is therefore a useful indicator of the risk that additional services could present to the network and its overall performance.

The line of route that the service will operate includes key sections where there is a higher likelihood of trains incurring delay. A full breakdown of each section is included within Appendix 2, but in particular, the two-track section between Wootton Basset Jn and Wantage Road observes up to 52% of train movements experiencing sub-threshold delay in the eastbound direction, which the Up Services would impact, and 32% in the westbound direction, which the Down Services would impact.

It is observed that the work on the paths for Go-op Trains, which has obtained rights to introduce a new service offering, also identified the constraints between Wootton Bassett and Swindon as having the potential to impact performance.

Excluding the section between Paddington and Airport junction, where a high number of services experience sub-threshold delay, the other notable section is services departing the Bristol area in either direction. The section from North Somerset Junction to Bathampton in the eastbound direction and Bristol Temple Meads to Worle in the westbound direction experiences up to 26% and 45% train movements respectively delayed. It is observed that the sections that contain the highest volume of train movements delayed align with those where our capacity planning assessment has struggled most to find paths for the services to operate in.

Network Rail is therefore concerned about the impact of these services on overall network performance. However, without validated and TPR compliant paths to make assessments against, a quantified view is not possible at this time.

Safety Risks - Level Crossings

66 level crossings have been identified that interact with this application. All Level Crossing Risk Model

(ALCRM) modelling has begun, and on the 61 completed thus far, an average increase in calculated risk of 9.61% has been identified; this varies per crossing, ranging between a 5% and 28% increase in risk. No crossings are calculated as having a decrease in risk as a result of this application. Cost Benefit Analysis (CBA) and Gross Disproportionality Testing (GDT) has begun to identify the reasonable practicability of ensuring that all risk increases will be kept within tolerable levels, and we will be providing a report as soon as this is available. It is anticipated that it should take approximately a further 6 weeks to complete the ALCRM modelling, CBA, and GDT of the full 66 crossings.

Operations

From an operations perspective, we have not been provided with sufficient detail to provide an assessment at this time. In order be able to fully assess the operational impact, as well as capacity, performance, and any safety implications, we would require precise information and datasets to produce an informed view, which is in the interest of our passengers and users. A satisfactory level of operational information is also important to create a risk-free, reliable, and resilient timetable and assists in avoiding over allocating capacity. We would have to consider the provision of information, such as but not limited to the below, to fully assess this application:

- Driver training.
- ECS movements, acknowledging that certain moves may require infrastructure changes.
    - For example, changing ends in the loop at Highbridge will require the installation of a walking route, as there is no walking route to move between two five car IET's.
    - Equally, we note that the operational plans at Goodrington will require a more detailed review, which could require the appointment of a PIC.
- Confirmation that the rolling stock will be fitted with digital signalling (ETCS) to ensure the future operability of the intended fleet, as per the current published Network Statement[3].
- Confirmation of who would operate the train person operated level crossing at Paignton South.
- Operational contingency plan, including proposed diversionary routes for planned or unplanned disruption.
- Rolling stock depot strategy.
- Rolling stock maintenance plan.
- Rolling stock stabling.

We welcome the opportunity to work with FRWW to allow us to assess their proposal and address our concerns before we can support the application.

Maintenance

Network Rail requires that the services, along with their supporting ECS movements, are able to be diverted via the usual accepted routes in the case of planned engineering work without there being significant detrimental effect elsewhere. We would also require that all services and accompanying ECS movements do not impact the prompt taking of planned engineering work nor should it fall foul of Section 4 of the Engineering Access Statement. Currently, due to the ECS plans not being shared with us by FRWW, we have not been able to fully assess this to address our maintenance concerns.

[3] Network Rail Infrastructure Limited, *Network Statement 2026*, p. 27-28, 08 November 2024

Future service commitments and the Long Term Planning Process (LTPP)

The FRWW application must be considered alongside the anticipated use of network capacity during the period for which rights are sought, not only against the current working timetable. This is particularly relevant for this proposal owing to duration of rights sought and the time before the proposed commencement date. This proposal will impact network capacity until 2037, which is close to our current strategic planning horizon.

Therefore, consideration is required in respect of a number of categories of services that do not operate in the December 2024 working timetable that FRWW used as the base for its capacity study:

- Services that have firm rights to commence operations.
- The expected outputs and benefits of committed investment programmes (both infrastructure and rolling stock).
- Other current live access applications that are expected to be bid to commence operations in the next 18 months.
- Services that are identified in strategic plans for use of network capacity as part of the Long Term Planning Process (LTPP).

As mentioned above, it is necessary for us to consider other current and live applications which this application interacts with. It is our belief that this application interacts with Great Western Railway's 201st and 202nd supplemental agreements, CrossCountry's 38th supplemental agreement, DB Cargo's 84th and 87th supplemental agreements, Freightliner Heavy Haul's 23rd, 25th, and 26th supplemental agreements, and Freightliner Limited's 22nd, 24th, and 25th supplemental agreements submitted to ORR as part of ORR's approach to competing and/or complex track access applications for December 2024, May 2025 and December 2025 outlined in their letter dated 24 April 2024.

It is also essential to consider network capacity constraints that are planned to occur during the period for which rights are sought, and the industry planning undertaken and ongoing to mitigate those constraints. Chief among these is the impact of the construction of Old Oak Common Station, which is further detailed below.

Finally, it is essential to consider how the network itself can be expected to change in the relevant period and the impact that this will have on the timetable into which FRWW services will be integrated. Particularly relevant is the introduction of new stations, and foremost among these again is Old Oak Common. There are other relevant new stations at different stages of development.

<u>HS2 Old Oak Common (OOC)</u>

Construction

Ongoing OOC construction involves extensive periods of two-track timetable in the inner Thames Valley, up to 33 Sundays per year. Extensive timetable development has been undertaken to satisfy the passenger handling requirements whilst making best use of available capacity. Furthermore, decisions made by the Access Disputes Committee confirm that all existing access rights cannot be fully accommodated during periods of two track operation. In order for FRWW services to run during these periods other operators with existing rights would have to surrender paths, the existing passenger handling plan would need to be amended, with some existing services removed. As such, the sale of

further firm access rights on a Sunday will apply greater pressure on already constrained network capacity.

OOC construction will also impose speed restrictions during normal operations, which will limit capacity. Initial analysis of the construction impact demonstrates challenges in sustaining December 2024 peak traffic volumes. This will be further analysed through the aforementioned performance improvement plan.

Extensive work has already been undertaken on the construction phase timetable including through the established Industry Planning Group. The FRWW application needs to be considered in relation to this work. We have not had the opportunity to do this since receiving the application.

Station Operations

The assumption remains that all main line services will call at Old Oak Common station. Analysis over a long period of time has shown it is not possible to operate non-stop trains alongside stopping trains at Old Oak Common without reducing the overall quantum of trains. Work has already commenced on the end phase timetable through the established Industry Planning Group. The FRWW application needs to be considered in relation to this work. We have not had the opportunity to do this since receiving the application.

The Long Term Planning Process

Network Rail works with industry partners and local authorities to develop and publish strategic plans for use of network capacity. These plans establish how capacity can be developed and utilised in service of government objectives considering the evidence available on socio-economic benefits resulting from improving capacity and connectivity, and the likelihood of funds available.

We regard these published strategic plans as formal outputs under the LTPP. Plans relevant to this application are the Greater Exeter strategic study[4], the Peninsula Rail Corridor strategic study[5], the Bristol to Exeter rail corridor strategic study[6], the Greater Bristol rail network strategic study[7], the Reading Area strategic study[8], and the London Paddington to Reading Corridor Study of 2021. Consideration of uses of network capacity should make reference to these plans.

FRWW's Form P indicates that this consideration has taken place in stating 'none of the rights sought are inconsistent with any Long Term Planning Process'[9]. We do not regard this as an accurate statement and therefore do not support the proposal in this respect.

Whilst elements of the connectivity that the FRWW services could deliver do appear in LTPP outputs (i.e. improved connectivity on the Paignton branch) the fundamental feature of fast non-stop services between London Paddington and Bristol *does not* feature and is in conflict with LTPP recommendations on development of the use of capacity. These focus instead on delivering local and inter-regional connectivity, for example with the introduction of a direct hourly service between Bristol and Oxford.

[4] Network Rail Infrastructure Limited, *Greater Exeter Strategic Study*, 23 October 2024
[5] Network Rail Infrastructure Limited, *Peninsula Rail Corridor Strategic Study*, 22 March 2023
[6] Network Rail Infrastructure Limited, *Bristol to Exeter rail corridor strategic study*, 31 May 2022
[7] Network Rail Infrastructure Limited, *Greater Bristol rail network strategic study*, 28 February 2023
[8] Network Rail Infrastructure Limited, *Reading area strategic study*, 28 February 2023
[9] First Rail Wales and Western Limited, *Application to the Office of Rail and Road for a passenger track access contract, or an amendment to an existing Contract*, p. 7, 04 December 2024

Such a service would compete for the same network capacity as the FRWW proposal and therefore is not compatible. This represents an opportunity cost of the FRWW proposal, whereby a key LTPP recommendation for use of network capacity would not be able to be implemented, should this FRWW application be approved.

Many of the items listed below have significant stakeholder support, appearing for instance as high priority in sub-national transport bodies strategic investment plans, and in some cases funding. This too should be considered where decisions on use of network capacity are likely to be mutually exclusive.

Conflicting services and their status

A list of potentially conflicting services which must be considered and their status includes:

Service	Driver	Interface with FRWW services	Status
Lumo Carmarthen-London Paddington	Open access	Bristol Parkway-London Paddington	Firm rights
Go-op Taunton-Swindon	Open access	Taunton-Cogload Junction	Firm rights

The following is a list of potentially conflicting outputs and expected benefits of investment projects and their status:

Service	Driver	Interface with FRWW services	Status
GWR Taunton-Exeter service extensions	Class 175 rollout.	Exeter-Taunton	In ANTC for December 2025
Half hourly Bristol-Henbury	MetroWest project	Bristol-Filton	In delivery
Hourly Bristol-Portishead	MetroWest project	Portishead-Bristol	Post Final Business Case, awaiting investment decision
Additional Bristol Birmingham hourly	Midlands Rail Hub	Bristol Temple Meads; Bristol-Westerleigh Jn	OBC (DfT-funded)
Majority of GWR non-HSS	Project Churchward (GWR DMU fleet replacement)	Extensive	SOBC submitted to DfT

Finally, the following list contains potentially conflicting services which have been identified under the LTPP process.

Service	Driver	Interface with FRWW services	Status
Half hourly Exeter-Barnstaple	Greater Exeter strategic study	Exeter St Davids-Cowley Bridge Junction	LTPP recommendation
Half hourly Exeter-London Paddington (via	Greater Exeter strategic study;	Paignton-Exeter; Exeter-Taunton;	LTPP recommendation

Westbury)	Peninsula rail corridor strategic study	Reading-London Paddington	
Hourly direct Bristol Oxford	Greater Bristol rail network strategic study	Bristol-Didcot Parkway	LTPP recommendation
Freight services in Somerset	Gravity Campus and gigafactory	Taunton-Bristol	LTPP recommendation

Relevant potential infrastructure changes and their status

Infrastructure change	**Driver**	**Interface with FRWW services**	**Status**
Old Oak Common new station	HS2	Reading-London Paddington	In delivery
Wellington & Cullompton new stations	Formerly Restoring your Railway	Exeter-Taunton	Awaiting final investment decision following FBC
Edginswell new station	New Stations Fund	Paignton branch	Awaiting final investment decision
Corsham new station	Formerly Restoring your Railway	Bristol-Bath	SOBC completed

We have not yet had the opportunity to consider the FRWW proposal against any of the proposed services listed above. We would need more time to work in collaboration with FRWW to understand the fit, along with trade-offs required, with the services above. However, as explained within the earlier Capacity Planning section, we have been able to assess that it is not compatible with the May 2025 timetable and rights held by operators[10] and therefore can conclude that it is extremely unlikely to be consistent with the LTPP. Therefore, we cannot support the FRWW proposal on the grounds of future service commitments and the LTPP.

Form P Application and Track Access Contract

From the proposed changes, whilst Network Rail cannot currently support them, we would request that the Supplemental Agreement be updated as the current drafting has a point of ambiguity. To explain, in respect of the slot as shown under Description 2.5: London Paddington to Exeter via Bristol Temple Meads, we request that the specific Exeter Station, which we believe to be Exeter St. David's, is specified, as we would not be in a position to support a ubiquitous right for the Exeter stations. Moreover, we have subsequently received amended paths by FRWW, on 17 January 2025, which would also require updates to the application's proposed changes to Table 2.1 of Schedule 5 to align it with these amended paths.

We acknowledge the other changes to the TAC, outside of Schedule 5, that FRWW has included within its application[11]. As Network Rail currently does not support this application, we are unable to agree with

[10] The May 2025 timetable used for this assessment contains all assumptions as noted on page 2 of this letter of representations.

[11] First Rail Wales and Western Limited, *Application to the Office of Rail and Road for a passenger track access contract, or an amendment to an existing Contract*, p. 4, 04 December 2024

the changes referenced within the Form P. However, should we become able to support the application, we would agree with these changes.

Investment Conditions

We note that FRWW within the Form P has not identified any potential costs in relation to the delivery of network enhancements. It is our view, from the potential risks already highlighted, that physical interventions may well be required in order to mitigate risks that this application imports. Until our full analysis of the application is complete, we will not be in a position to confirm the investment conditions that would be required.

Conclusion

We are not in a position to support FRWW's application. As stated, there are a number of outstanding issues to be resolved in all areas of the application.

Our capacity assessment highlighted numerous non-compliances between the proposed paths and other existing services as well as services from already funded and committed projects, such as OOC, which we do not currently believe can be easily resolved through the flexing of other operators' services. Based on this assessment, our conclusion is that we are unable to accommodate the access rights sought by FRWW alongside the access rights currently held by other operators and taking into consideration the other risks which we have identified.

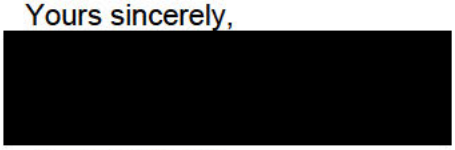
There are strong concerns with the expected performance of these services and the impact that this will have upon other existing services. Equally impacting the performance of these services are a number of concerns on the operations of these services, which will also need to be addressed before we would be able to grant our support. Furthermore, it is referenced earlier within this letter that there are outstanding operations and maintenance concerns, which provides further challenges that the application could have upon the performance of the railway network.

We strongly feel that consideration of the application should take into account not only current use of network capacity but also committed, planned, and anticipated use of network capacity over the duration of the rights sought. Whilst we have not yet had the chance to assess these impacts due to only recently being made aware of the proposal, we regard it as highly likely that the proposed services will impact on the ability to deliver committed services; those that deliver the benefits of committed investment plans; and strategic plans for use of network capacity established in the LTPP.

We do acknowledge that, whilst being unable to support weekday proposals, as outlined in this response, there is further information required to form a final view of the weekend proposals. In the event of further information being provided, or a revised proposal from FRWW to address these concerns, we will continue to work with FRWW to facilitate the development of their application in Western Route and will produce a project plan to be transparent on our own required timescales once this information is received.

Please do not hesitate to contact me if there is any further information you require.

Yours sincerely,



Joseph Brown
Customer Manager
Wales and Borders Route

Timetable Assessment – SX Services

Up Services

1A71 – RED Status

Requested slot:

Highbridge & Burnham (06:17) to London Paddington (08:20)

As per FRWW's application this requested a path from Highbridge & Burnham to London Paddington via Bristol Parkway. However, FRWW have since reached out and as of Friday 17th January have requested this path to instead go via Bath Spa and not Bristol Parkway. This will need to be formally amended by FRWW as part of their application.

The timetable assessment has been carried out as per the updated request from the 17/01/25 and details are as follows.

Between *Highbridge & Burnham to Bristol Temple Meads* - no ECS workings provided therefore unable to platform Highbridge and Burnham station. Non-compliant platform at Bristol Temple Meads, runs through 3Z33 (Canton to Bristol Kingsland Road).

Between Bristol Temple Meads to Reading – direct clash with 0F41 (Margam to Westbury Down) between Bristol Temple Meads to Bathampton Junction. Non-compliant margin with 2R54 (Bath Spa to Filton Abbey) which starts from Bath Spa using the same platform as 1A71. Direct conflict with 4L35 (Portbury to London Gateway) from Swindon to Uffington on two-track railway where 1A71 attempts to overtake 4L35. Non-compliant headway with 1P02 (Hereford to Paddington) from Goring & Streatley to Reading. Non-compliant platform when going through Reading Station.

Between Reading to Paddington – non-compliant headway from Airport Jn into Paddington with 1P79 (Didcot Parkway to Paddington), non-compliant route into Paddington and non-compliant platform at Paddington.

Assessment:

06:17 departure from Highbridge and Burnham - concerns remain with platforming until ECS movements are provided but look to be workable. At Bristol Temple Meads, can use platform 9 to avoid conflict with 3Z33. 0F41 could be held longer at North Somerset Junction to avoid direct clash with 1A71 but would need to run approx. 10-12 minutes later to terminal location. 1A71 would need (2) approaching Bath Spa for compliant platform reoccupation margin with 2R54. 2R54 cannot run earlier due to turnaround at Bath Spa with its previous working. Adding (2) into 1A71 gives compliant platform reoccupation margin but conflicts with 1A06 (Weston-Super-Mare to Paddington) which would need to run 2mins later from Bath Spa onwards to London. With 1A06 running 2mins later, this causes non-compliances with 2M81 (Salisbury to Worcester Foregate Street) which would need to run later into Swindon, further conflicting with 1L06 (Swansea to Paddington) which would also need to run later from Swindon and consequentially conflicting into 1L64 (Cheltenham to Paddington) all of which causes conflicts from Airport Jn into London Paddington with other services, including Heathrow Express services. Agreement would be needed from HEX to accommodate a later arrival into Paddington due to the specifics of their contract. Unable to find solution with clash with 4L35 at Swindon, initial view is to hold 4L35

longer at Swindon to allow 1A71 to overtake, and reduce its dwell at Wantage Road however, this would mean 1A71 would need to run through platform 3 which would conflict with 1G03 (Paddington to Cheltenham Spa).

Explored earlier departures from Highbridge and Burnham but due to the amount of traffic going via Bath Spa on two-track railway this isn't feasible. Explored a 0520 departure which can be made to work up to Wootton Basset Junction but then conflicts with GO-OP 2G54 service departing Swindon and then into further traffic from Wantage Road.

Recommendation:

Unable to find a compliant path within the timetable. Key constraints are start up service being different (around Bath Spa in particular), various conflicts with freight services via Swindon on two-track railway.

This schedule is not supported.

1A73 – **RED Status**

Requested slot:

Paignton (07:06) to London Paddington (10:25)

As per FRWW's application this requested a path from Paignton to London Paddington via Bath Spa. However, FRWW have since reached out and as of Friday 17th January have requested this path to instead go via Bristol Parkway. This will need to be formally amended by FRWW as part of their application. The updated requested path is for Paignton (07:06) to London Paddington (10:16).

The timetable assessment has been carried out as per the updated request from the 17/01/25 and details are as follows.

Between Paignton and Exeter St. David's – direct clash with 3E09 (Plymouth to Exeter St. David's), non-compliant headway with 1A73 (Penzance to London Paddington).

Between Exeter St. David's to Bristol Temple Meads – direct clash with 2U08 (Taunton to Cardiff Central) from Taunton to Uphill Junction, non-compliant margin at Worle Jn with 1C02 (London Paddington to Western-Super-Mare), non-compliant margin at Bristol West Junction with 1V42 (Derby to Plymouth), non-compliant platform occupation with 1C04 (London Paddington to Bristol Temple Meads).

Between Bristol Temple Meads and Reading (via Bristol Parkway) – non-compliant margin at Bristol East Junction with 2C08 (Gloucester to Frome), non-compliant headway with 5C50 (Bristol Temple Meads to Stoke Gifford), direct clash with 6A33 (Whatley Quarry to Appleford) between Swindon and Uffington where 1A73 attempts to overtake 6A33.

Between Reading and London Paddington – non-compliant headway with 1L10 (Swansea to Paddington), non-compliant margin at Royal Oak Junction and non-compliant platform at Paddington.

Assessment:

Between Paignton and Exeter St. David's - 06:55 departure from Paignton to Dawlish Warren is compliant, but then run into headway issues with 2F07 from Dawlish Warren to Exeter St. Davids on two-track railway. Explored departing 2F07 earlier from Dawlish Warren to arrive into Exeter earlier to give the required headway with 1A73 however 2F07 cannot arrive more than 2 minutes earlier as would conflict with 2R80 which is required to use P1 at Exeter (as is 2F07). Retiming either of these services that use platform 1 for their inward/onward journeys breaks the timetable via Cowley Bridge Junction and Exmouth where in both areas, there is single line operation.

06:47 departure attempted from Paignton which then causes non-compliance at Newton Abbot with 2T05 on platform 1, looked at routing 1A73 via platform 3 however this required crossing at Newton Abbot West Jn which would conflict with multiple freight schedules going towards Plymouth direction.

06:26 departure explored from Paignton which is compliant up to Dawlish Warren however then conflicts with 2F06 on two-track railway on headway, 2F06 cannot be held at Dawlish Warren as it would then be non-compliant from Exeter onwards, looked to path behind 2F06 however then causes non-compliances with 1S39.

0730 departure explored, compliant between Paignton and Taunton, conflicts then with 6C72 however that could run a few minutes earlier to avoid clash, path could therefore be compliant from Paignton to Worle Junction (passes at 0859) but then clashes on two-track railway with 2U08 between Worle Jn and Bristol, unable to retime 2U08 later to avoid the clash as that would then knock into 1S41 into Bristol, unable to bring 1A73 earlier due to no viable path available from Paignton to Taunton.

07:55 departure from Paignton explored, however run into similar issues as per 07:06 departure with 2F09 from Dawlish Warren to Exeter St David's.

Recommendation:

Requested path is not compliant. Alternative solutions explored, one hour either side of 07:06 has been explored and unable to find viable path between Paignton and Bristol.

Key constraints are path between Newton Abbot and Exeter St David's due to two-track railway and mixed mode traffic (therefore varying speeds of trains), Taunton and Bristol due to two-track railway particularly with traffic crossing at Worle Jn.

This schedule is not supported.

1A75 – **RED Status**

Requested slot:

Paignton (09:04) to London Paddington (12:22)

The timetable assessment has been carried out and details are as follows.

Between Paignton and Exeter St. David's – direct clash with 2F11 (Paignton to Exmouth) from Dawlish Warren. 2F11 dwells at Dawlish Warren to allow 1A77 (Plymouth to Paddington) to pass on the mainline. Unable to retime 2F11 earlier as it would then cause a direct clash with 1A77, unable to retime 2F11 later as it would then knock into and clash with 2E04 (Plymouth to Exeter St. David's).

Between Exeter St. David's and Bristol Temple Meads – direct clash with 2U12 (Exeter St. David's to Cardiff Central) from Exeter St. David's to Taunton. 2U12 could depart a few minutes earlier from Exeter St. David's but because it calls at Tiverton Parkway, Taunton and Bridgewater this doesn't provide any help. Non-compliant margin at Worle Jn with 1C06 (Paddington to Weston-Super-Mare). Non-compliant platform reoccupation with 1C08 at Bristol (Paddington to Bristol Temple Meads).

Between Bristol Temple Meads to Reading – direct clash with 4O20 (Portbury to Southampton) between Swindon and Uffington, 1A75 attempts to overtake 4O20 on two-track railway, the SRT for 4O20 from Swindon to Uffington is 12 minutes it is therefore not viable to retime this either earlier (as would clash with 1L14) or later (as would clash with 1A17). Non-compliant headway with 1P24 from Goring & Streatley. Non-compliant platform occupation with 1A78 (Penzance to Paddington) at Reading.

Reading to Paddington – non-compliant headway with 1P24 from Acton West to Paddington and non-compliant platform at Paddington.

Assessment:

0856 departure from Paignton explored. For this, it would overtake 2F11 (in the space of 1A77) at Dawlish Warren. As a consequence, 1A77 would need to run approx. 3.5mins later from Newton Abbot West Jn for compliant platform reoccupation and headway with 1A75, this would then mean 2F11 would need to be held 1min longer (total 11mins) at Dawlish Warren to allow 1A77 to overtake. Amendments to 2F11 are recoverable by Exeter St David's with no further knock on effect. However, 1A77, after reducing the dwell at Exeter St. David's is now 2mins out of path up to Paddington which creates conflicts at Westbury (which are fixable), conflicts at Woodborough with 6A18 but causes major conflicts from Reading to Paddington where it is now on top of 1A16 (Bristol Temple Meads to London). If it were to run later, it would knock into 1L14 but hits into 6 other services between Airport Jn and Paddington, causes non-compliances with routing and platforming at Paddington. The other issue with a 0856 departure is a direct conflict with 2K04 (Exeter Central to Okehampton). There is non-compliant headway with 1A75 and 2K04 out of Exeter St. David's. If 2K04 was to run 2 minutes earlier (maximum it could do due to turnaround at Exeter Central with previous service) then this would give the compliant headway with 1A75 but then conflicts with 2R82 (Barnstaple to Exeter Central) at Cowley Bridge Jn which is not able to be resolved. This clash is on a single line and therefore there are greater challenges with flexing services on this single line to make a compliant timetable.

0843 departure from Paignton explored. For this to work, 2F11 (Paignton to Exmouth) would need to depart approx. 5 minutes later, with its dwell reduced at Newton Abbot. As this goes into P1 at Newton Abbot, correct margin would need to be applied to 2T09 (Exmouth to Paignton) at Newton Abbot due to overlap restriction, thus 2T09 would need to be pathed later into Newton Abbot and run later to Paignton (which would work). 2F11 and its ex-working would need to shunt at Paignton as it would not be able to directly come in and out of P2 as P2 would be needed for 1A75. It is challenging to correctly plan platforming at Paignton as no ECS moves provided in application - however, assuming 2F11 could shunt, platforming should be resolvable. 1A75 now has a path to Newton Abbot but 1S43 (Plymouth to Edinburgh) would need to be pathed by approx. 3.5 mins from Newton Abbot to Exeter St. David's for compliant headway. The later running of 1S43 then knocks into and causes non-compliance with 2K22 (Weston-Super-Mare to Severn Beach) at Worle Junction - 2K22 would need to run approx. 2.5mins later however this then causes further non-compliances from Bristol to Clifton Down where this causes clashes on the single line. No viable solution found.

0830 departure explored from Paignton; however this causes non-compliant headway from Dawlish Warren to Exeter St. David's with 2F10 (Paignton to Exeter St. David's) with 2F10 having approx. 20mins running time between these two locations on two-track railway. 1A75 also then conflicts at Worle Jn with trains onto the Weston-Super-Mare branch.

0930 departure explored from Paignton, but this causes similar headway issues with 2F12 (Paignton to Exmouth) between Dawlish Warren to Exeter St. David's. Again, it takes 2F12 approx. 20 minutes to run between Dawlish Warren and Exeter St. David's.

Recommendation:

Requested path is not compliant. Unable to find a compliant path for 1A75, one hour either side of bid departure explored but unable to find a path. Key constraints are two track from Newton Abbot to Exeter St. David's, two-track railway from Taunton to Bristol and two-track railway between Swindon and Uffington. Because services take a long time to get through these two-track locations, this causes major constraints.

This schedule is not supported.

1A77 – **RED Status**

Requested slot:

Paignton (12:58) to London Paddington (16:20).

The timetable assessment has been carried out and details are as follows.

Between Paignton and Exeter St. David's – non-compliant headway with 2F19 (Paignton to Exmouth) from Paignton to Dawlish Warren. Non-compliant over-take margin with 2F19 at Dawlish Warren. Non-compliant platforming at Exeter St. David's - 1C77/1A85 are occupying platform 6 as a London service and 2C72/2U20 are reversing on platform 5.

Between Exeter St. David's and Bristol Temple Meads – non-compliant headway with 1A85 (Exeter St. David's to Paddington) and 2U20 (Exeter St. David's to Cardiff Central). Non-compliant with 6M67 between Bridgewater and Bristol Parkway, 1A77 attempts to overtake 6M67 on two-track railway. Non-compliant margin at Uphill Junction with 2C77 (Cardiff Central to Exeter St. David's) where 2C77 comes off the Western-Super-Mare branch. Non-compliant headway with 2K38 (Weston-Super-Mare to Avonmouth) into Bristol Temple Meads but fixable. Non-compliant platform occupation with 1C16 (Paddington to Bristol Temple Meads) but fixable.

Between Bristol Temple Meads to Reading – direct clash with numerous freight MOD schedules (variants of the same moves) 6A16, 6V48, 6M53, 0M47 between Wootton Bassett Junction and Uffington, 1A77 attempts to overtake on two-track railway.

Between Reading to Paddington – headway clash with 2P58 from Airport Jn, non-compliant route into Paddington and non-compliant platform at Paddington.

Assessment:

12:58 - keeping this departure time, explored retiming 2F19 earlier from Paignton however this this conflicts with 1S51 from Newton Abbot. Explored retiming 2F19 after the departure of 1A77 from Paignton which need to be approx. 8 minutes, this however then would need to run 8 later to Exmouth causing major conflicts on the single line which is not workable.

12:42 departure explored, this causes non-compliant headway with 6C12 (Burngullow to Exeter Riverside) and 1S51 (Plymouth to Glasgow) between Newton Abbot to Exeter St. David's. 6C12 could dwell longer at Dawlish Warren for approx. 10mins and run later to Exeter Riverside. 1S51 could run later from Newton Abbot with time reduced at Bristol Temple Meads. This would require 1A77 to be overtaken at Exeter St. David's otherwise 1S51 would need to run approx. 5 later from Newton Abbot which would then conflict directly with 2K38 (Weston-Super-Mare to Avonmouth) from Worle Jn with no obvious solution - as 2K38 would need to run approx. 5 minutes later but would cause major conflicts on the single line around Stapleton Road.

12:30 departure explored, compliant up to Dawlish Warren. However, then causes non-compliant headway with 2F18 (Paignton to Exmouth), explored departing 2F18 4 minutes earlier to give headway with 1A77 however, this then causes a platform conflict at Exeter St. David's with 2R56 (Okehampton to Exeter Central) as both services need to use P1. 2R56 comes off a single line and is unable to come earlier to avoid this conflict. Another option explored is to retime 1A84 (Penzance to Paddington) 4 minutes later to give the required headway with 1A77 however this then causes non-compliant headway with 6C12 and further conflicts via Westbury.

13:09 departure explored. This can be made compliant from Paignton to Exeter St. David's, 4-5 minutes pathing would need to be added to the following 2E11 (Penzance to Exeter St. David's) for compliant headway and platform occupation at Exeter St. David's. Non-compliances are then caused at Taunton from 14:12 to 14:20 with 2U20 (Exeter St. David's to Cardiff Central). Explored departing 2U20 earlier from Taunton but because it stops at Bridgewater, 1A77 catches back up with it and causes the same problem. Explored holding 2U20 longer at Taunton to allow 1A77 to overtake however, unable to run later as causes further non-compliances and clashes on Weston-Super-Mare branch which is single line operation.

13:30 departure explored, but this also causes headway conflicts between Newton Abbot and Exeter St. David's with similar issues to previous hours. It conflicts with 2F20 (Paignton to Exmouth) up to Exeter St. David's which has no obvious solution, similar to previous hours.

Recommendation:

No compliant path found with 1A77 in the timetable, one hour explored either side of requested departure. Key constraints are similar to previous hours, the two-track railway between Newton Abbot to Exeter St. David's, two track railway between Taunton to Bristol Temple Meads and pinch point of Worle Jn with services to/from Weston-Super-Mare branch are the key constraints.

This schedule is not supported.

1A79 – **RED Status**

Requested slot:

Paignton (15:03) to London Paddington (18:24).

The timetable assessment has been carried out and details are as follows.

Paignton to Exeter St. David's – conflict at Newton Abbot West Jn with 0C13 however this is simply fixed. Non-compliant headway with 2F23 (Paignton to Exmouth) from Dawlish Warren to Exeter St. David's.

Exeter St. David's to Bristol Temple Meads – direct conflict on top of 2U24 from Exeter St. David's to Taunton. Non-compliant platform occupation with 1C20 (Paddington to Western Super Mare) at Bristol Temple Meads.

Bristol Temple Meads to Reading – direct conflict with 4L30 between Wootton Bassett Jn to Uffington and 6M50 from Swinton to Wantage Road. Non-compliant headway with 1P05 between Goring and Streatley and Reading.

Reading to Paddington – direct conflict with 1A90 between Airport Jn to Paddington, non-compliant routing into Paddington and non-compliant platform at Paddington.

Assessment:

15:03 departure, pathing added approaching Exeter St. David's to resolve headway conflict with 2F23. 2E15 (Penance to Exeter St. David's) retimed 2 later into Exeter station to maintain compliant headway. Conflict with 2U24 (Exeter St. David's to Cardiff Central) from Exeter St. David's to Taunton. Explored retiming 2U24 6minutes later from Exeter, which would be required for compliant headway with 1A79 and reducing the dwell in 2U24 at Taunton, however now 4 minutes out of path from Taunton and causes further conflicts via Weston-Super-Mare on the single line with 2Y39 (Avonmouth to Weston Super Mare) which if retimed later to avoid the clash with 2U24 at Worle Jn would conflict with 1V58 (Edinburgh to Plymouth). Path not viable.

14:50 departure from Paignton explored to get in front of stopping 2F23. This causes direct clash with 1S55 from Newton Abbot to Exeter St. David's so would need pathing for headway with this, however, then knocks into 2F23 which as per above, unable to run later as no time to recover and would cause major conflicts on single line towards Exmouth.

14:30 departure from Paignton explored. Path compliant to Teignmouth however then catches up with stopping service 2F22 (Paignton to Exmouth) from Dawlish Warren and non-compliant headway with 1A88 (Penzance to London Paddington). Looked at retiming 2F22 earlier from Paignton however, this service must use P1 at Exeter St. David's and cannot arrive any earlier as would conflict with 2R58 (Okehampton to Exeter Central) which also needs to use P1 at Exeter St. David's. Unable to retime 2R58 earlier to avoid this clash as this causes clashes on the Single like from Okehampton. The headway conflict with 1A88 would require 1A88 to run up to 6 minutes later but this then knocks into 1M61 (Paignton to Manchester Piccadilly) and conflicts with further services via Westbury direction.

15:30 departure from Paignton explored. This causes platform clashes at Paignton with test train 1Q18/1Z18 which comes directly in/out of platform 2 for testing. This service doesn't have any time to shunt at Paignton. This path also causes non-compliant headway with 2F24 (Paignton to Exmouth) and 1A90 (Plymouth to London Paddington) from Teignmouth to Exeter St. David's. Unable to retime 1A90 later as knocks directly into 1Z18 and 1E63 (Plymouth to Newcastle).

15:45 departure from Paignton explored. This causes non-compliant headway with both 1Z18 (running in front) and 1E63 (running behind) from Newton Abbot to Exeter St. David's. Unable to retime 1E63 later as it would knock into 2F25 (Paignton to Exmouth) and not able to recover its time, running later into the West Midlands and to the north, causes other conflicts.

Recommendation:

No compliant path found with 1A79 in the timetable, one hour explored either side of requested departure. Key constraints are similar to previous hours, the two-track railway between Newton Abbot to Exeter St. David's, two track railway between Taunton to Bristol Temple Meads and pinch point of Worle Jn with services to/from Weston-Super-Mare branch are the key constraints. Other major pinch points are the single like towards Okehampton and single line towards Exmouth, both areas of which cause major restrictions to the timetable.

This schedule is not supported.

1A81 – **RED Status**

Requested slot:

Paignton (17:01) to London Paddington (20:25).

The timetable assessment has been carried out and details are as follows.

Paignton to Exeter St. David's – headway clash with 6C53 (Parkandillack to Exeter Riverside) from Newton Abbot to Dawlish Warren.

Exeter St. David's to Bristol Temple Meads – direct clash with 6B59 (strategic freight reserve slot) from Tiverton Parkway to Taunton where 1A81 attempts to overtake on two-track railway. Direct conflict with 2K54 (Weston-Super-Mare to Severn Beach) from Bristol West Jn to Bristol Temple Meads. Direct clash with Bristol Temple Meads platforming and departure path with 0C44 (St Philips Marsh to Westbury Down). Headway clash departing Exeter St. David's with 2K12 (Exeter Central to Okehampton).

Bristol Temple Meads to Reading – as per above, direct clash with 0C44 from Bristol Temple Meads to Bathampton Jn, running on top of each other. Conflicts with 6L18 (Avonmouth to Parkeston) and 4L50 (Barry Docks to Tilbury) between Swindon to Wantage road where 1A81 attempts to overtake both services on two-track railway. Direct clash with 1P40 (Worcester to Paddington) between Goring and Streatley to Reading station.

Reading to Paddington – direct clash with 1P40 from Airport Jn to Paddington, non-compliant route into Paddington and non-compliant platform at Paddington.

Assessment:

17:01 departure slot. Headway clash with 6C53 is resolvable, could look to hold 6C53 at Newton Abbot and run after 1A81, recovering time at Dawlish Warren. 1min add to dwell at Exeter St. David's to avoid headway clash with 2K12. The clash with 6B59 doesn't seem to be resolvable as this service has an 18 minute section running time between Cowley Bridge Jn and Tiverton Loop - would require 6B59 to be removed from current slot (strategic capacity). The headway clash with 2U28 from Taunton would require 2U24 to depart 2mins later and could recover its time from dwell at Weston-Super-Mare. Clashes at Bristol Temple Meads could be resolved. The key blocker is between Swinton and Wantage Road with 6L81 and 4L50. 4L50 takes 15.5 minutes travelling from Swindon to Challow on two-track railway which is closely followed by 6L81 which takes 15mins travelling between the same two locations. Unable to find solution to these conflicts.

Recommendation:

No compliant path found for 1A81 in the timetable. Similar to previous services, slots either side of the requested departure slot have been considered which show similar issues to what is described previously. Key constraints with this service is the two-track railway between Swindon and Wantage Road with major freight clashes.

This schedule is not supported.

1A83 – **AMBER Status**

Requested slot:

Paignton (20:41) to Bristol Temple Meads (22:16).

Paignton to Exeter St. David's – platforming needs to be looked at in detail, no ECS moves provided. Currently clash with unit forming 2F35 on P2 at Paignton but not a major concern as this could dwell longer at shunt signal and come in later.

Exeter St. David's to Bristol Temple Meads – platform reoccupation conflict with 1M79 at Taunton (which runs in front) and headway conflict with 1M79 from Taunton to Bristol Temple Meads as 1A83 runs directly on top. Unable to platform Bristol Temple Meads as no ECS movements provided.

Assessment:

Workings at Paignton needed from operator but platform issues look resolvable. (3) added into 1A83 approaching Taunton to give the required platform reoccupation margin and headway with 1M79. This now causes conflict with 2U34 (Exmouth to Cardiff Central) at Worle Jn, this has some time in at Bristol so could run later but not enough time to recover before crossing bored into Wales. 2U34 would need to run approx. 2mins later from Bristol to Cardiff Central which can do so without major concerns. Still cannot platform Bristol Temple Meads without ECS moves.

Recommendation:

Compliant path can be found for 1A83 however, ECS workings required from operator to confirm platforming at Paignton and Bristol Temple Meads.

This schedule is not supported.

Down Services

1C70 – **AMBER Status**

Assessment:

London Paddington (08:45) to Paignton (11:56).

Retimings for 1B07DB 08:48 Paddington to Swansea required. 1C06DA Paddington to Weston-Super-Mare needs to be retimed 3 mins later from Bristol TM to avoid clash with 1C70LU which could be accommodated.

Recommendation:

Should the retiming to other services prove to cause no on-ward unresolvable issues, a compliant path can be accommodated for 1C70. However, cannot currently platform London Paddington and Paignton station as no ECS workings provided with application. Paddington is of a particular concern as the presumed inbound working (1A71) for 1C70 is not currently supported as no viable path could be found, therefore there is not a complete working.

This schedule is not supported.

1C72 – **AMBER Status**

Requested slot:

London Paddington (10:45) to Paignton (14:02)

Between Bristol Temple Meads and Paignton – direct clash with 3S59 (Hereford to Swindon Transfer) between Bristol and Worle Junction, where 1C72 attempts to overtake 3S59 on two-track railway. Platform clash at Taunton with GO-OP service 2G07 (Weston-Super-Mare to Westbury) where 1C72 goes through 2G07.

Assessment:

Unable to platform London Paddington due to no viable path for assumed previous working, therefore this remains a risk. Only viable option to avoid clash with 3S59 is to path 1C72 behind, this is because 3S59 goes on to the Weston-Super-Mare branch which is majority single line and retiming of this would cause further clashes. Up to an additional 30 minutes would be required to be added to the schedule between Bristol Temple Meads and Paignton for a compliant path. By pathing 1C72 behind 3S59, it would also then need further time for compliant headway with 2C73 (Cardiff Central to Exeter St. David's) and more time for a compliant platform option (avoiding the clash with the GO-OP service) at Taunton. 1V50 (Edinburgh to Plymouth) would also need to run approx.. 5-6min later from Dawlish Warren to Plymouth for compliant headway. 1C72 would arrive into Paignton at approx. 14:33.

Recommendation:

Should the retiming to other services prove to cause no on-ward unresolvable issues, a compliant path can be accommodated for 1C72. However, there remain a number of concerns. Firstly, the path would require a minimum of an additional 30 minutes for timetable compliance, noting options have been explored to try to avoid this, which doesn't give the best journey time for passengers or is the best use of capacity. Secondly, cannot currently platform London Paddington and Paignton station as no ECS workings provided with application. Paddington is of a particular concern as the presumed inbound working is not currently supported as no viable path could be found for that service, therefore there is not a complete working.

This schedule is not supported.

1C74 – **AMBER Status**

Requested slot:

London Paddington (12:45) to Paignton (16:00)

From Bristol Temple Meads to Paignton – non-compliant margin into Bristol Temple Meads with 5O92 (Bristol to Bristol). Non-compliant headway with 1C14 (Paddington to Weston-Super-Mare) from Bristol Temple Meads.

Assessment:

Unable to platform London Paddington due to no viable path for assumed previous working, therefore this remains a risk. Conflict with 5O92 can be resolved by retiming 5O92. The headway conflict with 1C14 would require 1C14 to run approx. 3min later from Bristol Temple Meads to Weston-Super-Mare which can be accommodated on the single line. Retiming to 2C77 (Cardiff Central to Exeter St. David's) is also from Uphill Junction is required and can be accommodated.

Recommendation:

A compliant path can be found with retiming of other services, to accommodate 1C74. However, a number of concerns remain around platforming at London Paddington and Paignton. Paddington is of a particular concern as the presumed inbound working is not currently supported as no viable path could be found for that service, therefore there is not a complete working.

This schedule is not supported.

1C76 – **AMBER Status**

Requested slot:

London Paddington (16:45) to Paignton (19:55)

As per FRWW's application this requested a path from London Paddington to Paignton via Bath Spa with a 16:45 departure. However, FRWW have since reached out and as of Friday 17th January have requested this path to instead depart London Paddington at 17:46. This will need to be formally amended by FRWW as part of their application.

The timetable assessment has been carried out as per the updated request from the 17/01/25 and details are as follows.

Between London Paddington to Reading: non-compliant platforming at London Paddington. Firstly, the assumed previous working to this service has not been able to be accommodated. Secondly, the new request from FRWW to depart over an hour later from Paddington would require the unit to sit in Paddington for an extended time, for which there capacity is not available at London Paddington.

Between Reading and Bristol Temple Meads: direct clash with GO-OP service 2G62 (Swindon to Weston-Super-Mare) from Swindon to Wootton Bassett Junction. Non-compliant margin with 5U23 (Bristol Parkway to Cocklebury Sidings) at Wootton Bassett Junction. Non-compliant headway and platform occupation wit 1C25 (London Paddington to Taunton) at and from Bath Spa. Non-compliant headway with 6B51 (Whatley Quarry to Avonmouth) from Bath Spa. Non-compliant margin into Bristol Temple Meads.

Between Bristol Temple Meads and Paignton: non-compliant platforming at Newton Abbot.

Assessment:

Non-compliance with 2G62 should be able to be resolved, 2G62 could depart a couple of minutes later with its dwell reduced at Chippenham or 1C76 depart a few minutes earlier to Paddington. Pathing can be added approaching Bath Spa to give compliant platform reoccupation margin and headway with 1C25, with the dwell reduced in 1C76 at Bristol Temple Meads. 6B51 could run slightly later to Bristol with its dwell then reduced. Platforming at Newton Abbot could be resolved by running 1C76 slightly later, reducing its dwell at Torquay.

Recommendation:

A compliant path can be found with retiming of other services, to accommodate 1C76 in the newly requested path by FRWW. However, a number of concerns remain around platforming at London Paddington and Paignton. Paddington is of a particular concern as the presumed inbound working is not currently supported as no viable path could be found for that service, therefore there is not a complete working. The capacity for the train to dwell for over one hour in Paddington also cannot be accommodated. It is also important to note that 1C76 is on minimum headway with 1B27 from Paddington to Reading which whilst compliant, reduces any robustness of the timetable, particular as this section sees poor performance.

This schedule is not supported.

1C78 – **AMBER Status**

Requested slot:

London Paddington (18:45) to Paignton (22:07)

As per FRWW's application this requested a path from Paignton to London Paddington via Bristol Parkway (where it calls) with a 18:45 departure from Paddington. However, FRWW have since reached out and as of Friday 17th January have requested this path to instead depart London Paddington at 19:46 and not call at Bristol Parkway, arriving into Paignton at 23:02. This will need to be formally amended by FRWW as part of their application.

The timetable assessment has been carried out as per the updated request from the 17/01/25 and details are as follows.

Between London Paddington and Reading: Firstly, the assumed previous working to this service has not been able to be accommodated. Secondly, the new request from FRWW to depart over an hour later from Paddington would require the unit to sit in Paddington for an extended time, for which the capacity is not available at London Paddington. 1C78 is also on minimum headways with 1B32 between Paddington and Reading. Whilst this is compliant, likely to add to poor performance in this area with more trains operating on minimum headway.

Between Reading and Bristol Temple Meads: non-compliant headway with 1Q17 (Derby to London Paddington) from Westerleigh Junction and goes through 1Q17 at Bristol Parkway. Non-compliant margin with 1F30 (Portsmouth Harbour to Cardiff Central) at Bristol East Junction. Non-compliant platform at Bristol Temple Meads.

Between Bristol Temple Meads and Paignton: direct clash with 6V71 (Cliffe Vale to Exeter Riverside) between Taunton and Exeter St. David's where 1C78 attempts to overtake 6V71 on two-track railway. Non-compliant headway with 2T36 between Dawlish and Newton Abbot.

Assessment:

Clash with 1Q17 from Westerleigh to Bristol Parkway should be resolvable, 1C78 would also need to be routed through P1 at Bristol Parkway. Platforming at Bristol Temple Meads should also be resolvable with some minor retimings. The direct clash with 6V71 would require 6V71 to be held somewhere (most likely in Taunton area) to allow 1C78 to overtake so also should be resolvable. Headway conflict with 2T36 would require 1C78 to be pathed later, with its dwell reduced at Newton Abbot.

Recommendation:

A compliant path can be found with retiming of other services, to accommodate 1C78 in the newly requested path by FRWW. However, a number of concerns remain around platforming at London Paddington and Paignton. Paddington is of a particular concern as the presumed inbound working is not currently supported as no viable path could be found for that service, therefore there is not a complete working. The capacity for the train to dwell for over one hour in Paddington also cannot be accommodated. It is also important to note that 1C78 is on minimum headway with 1B32 from Paddington to Reading which whilst compliant, reduces any robustness of the timetable, particular as this section sees poor performance.

This schedule is not supported.

1C80 – **AMBER Status**

Requested slot:

London Paddington (20:45) to Exeter St. David's (23:22)

As per FRWW's application this requested a path from London Paddington to Exeter St. David's via Bath Spa with a 16:45 departure. However, FRWW have since reached out and as of Friday 17th January have requested this path to instead depart London Paddington at 21:21. This will need to be formally amended by FRWW as part of their application.

The timetable assessment has been carried out as per the updated request from the 17/01/25 and details are as follows.

Between London Paddington and Reading: Firstly, the assumed previous working to this service has not been able to be accommodated. Secondly, the new request from FRWW to depart over an hour later from Paddington would require the unit to sit in Paddington for an extended time, for which the capacity is not available at London Paddington. 1C80 is also on minimum headways with 1D42 between Paddington and Reading. Whilst this is compliant, likely to add to poor performance in this area with more trains operating on minimum headway.

Between Reading and Bristol Temple Meads: direct clash with 4B31 (Colnbrook to Pengam) between Wantage Road to Uffington and 6V92 (Allington to Whatley Quarry) between Uffington and Swindon where 1C80 attempts to overtake both schedules. Non-compliant headway with

1C34 (London Paddington to Bristol Temple Meads) between Thingley Junction and Bath Spa. Non-compliant platform at Bristol Temple Meads, attempts to run through 1Q22 on platform 12.

Between Bristol Temple Meads and Exeter St. David's: non-compliant headway with 6V99 (strategic freight path) between Bristol Temple Meads and Exeter St. David's, where 1C80 attempts to overtake 6V99 on two-track railway. Unable to platform Exeter St. David's with no ECS movements provided, therefore, cannot confirm whether capacity exists.

Recommendation:

With the conflicts identified, there is reasonable confidence that they could be resolved with retimings to both 1C80 and those services it conflicts with. The strategic freight path via Taunton would need to be held in a loop to allow 1C80 to pass (or 1C80 follows it but this would add approx. 10min to the journey), which would need to be confirmed with the strategic planning team. However, a number of concerns remain around platforming at London Paddington and Exeter St. David's. Paddington is of a particular concern as the presumed inbound working is not currently supported as no viable path could be found for that service, therefore there is not a complete working. The capacity for the train to dwell for over one hour in Paddington also cannot be accommodated. Until ECS movements are provided by FRWW, cannot confirm whether Exeter St. David's platforming is workable as during those times where 1C80 arrives, many other services are terminating/going on to depots, so platform occupation is increased.

It is also important to note that 1C80 is on minimum headway with 1D42 from Paddington to Reading which whilst compliant, reduces any robustness of the timetable, particular as this section sees poor performance.

This schedule is not supported.

Paddington – Bristol – Paignton

Sectional performance analysis

SUMMARY - Sections with more than 20% train movements delayed

Eastbound sections with more than 20% train movement delayed

Name	Section Description	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Minutes	% Train movements delayed
Airport Jn to Paddington	Royal Oak Jn to London Paddington	41677	21859	759	29053	54%
Airport Jn to Paddington	Hayes & Harlington to Southall	27769	6824	295	8673	26%
Airport Jn to Paddington	West Ealing to Ealing Broadway	27692	10828	56	11357	39%
Airport Jn to Paddington	Acton West to Ladbroke Grove	24914	10236	2036	21521	49%
Newton Abbott to Exeter St Davids	Dawlish to Dawlish Warren	12979	2809	64	3371	22%
Wootton Basset Jn to Wantage Road	Challow to Wantage Road	11989	4641	191	5629	40%
Wootton Basset Jn to Wantage Road	Swindon to Uffington (Oxfordshire)	11977	5544	362	8841	49%
Airport Jn to Paddington	Southall to Hanwell	10986	4564	143	5357	43%
Airport Jn to Paddington	Hanwell to West Ealing	10984	4066	0	4066	37%
Wootton Basset Jn to Wantage Road	Wootton Bassett Jn to Swindon	10699	5567	1106	12512	62%
Worle Jn to Bristol Temple Meads	Bristol West Jn. to Bristol Temple Meads	9929	2067	3	2090	21%
Worle Jn to Bristol Temple Meads	Worle to Yatton	6517	2240	235	3902	38%
Worle Jn to Bristol Temple Meads	Nailsea & Backwell to Parson Street	6507	1871	102	2710	30%
North Somerset Jn to Bathampton Jn	North Somerset Jn to Keynsham	4807	1178	81	1583	26%
North Somerset Jn to Bathampton Jn	Keynsham to Oldfield Park	4432	1138	37	1409	27%
Worle Jn to Bristol Temple Meads	Bedminster to Bristol West Jn.	3510	641	104	1179	21%

Westbound sections with more than 20% train movement delayed

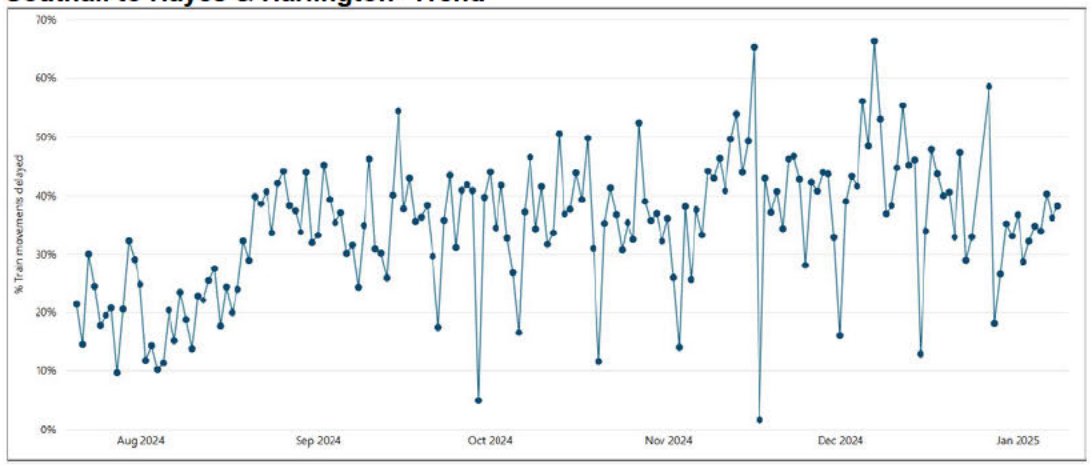
Name	Section Description	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Minutes	% Train movements delayed
Paddington to Airport Jn	Southall to Hayes & Harlington	28226	9546	267	11607	35%
Paddington to Airport Jn	Ladbroke Grove to Acton West	25765	7193	703	11602	31%
Cowley Bridge Jn to Exeter St Davids	Cowley Bridge Jn to Exeter St Davids	13430	2826	291	4699	23%
Exeter St Davids to Newton Abbott	Teignmouth to Newton Abbot	12962	3936	246	5776	32%
Wantage Road to Wootton Basset Jn	Uffington (Oxfordshire) to Swindon	12289	3957	1008	10121	40%
Paddington to Airport Jn	West Ealing to Hanwell	11157	2643	39	2873	24%
Paddington to Airport Jn	Hanwell to Southall	11155	3067	73	3561	28%
Bristol Temple Meads to Worle Jn	Nailsea & Backwell to Yatton	6398	2850	14	2969	45%
Bristol Temple Meads to Worle Jn	Yatton to Worle	6332	1958	200	3461	34%
Bathampton Jn to North Somerset Jn	Bath Spa to Oldfield Park	4642	1470	0	1470	32%
Bathampton Jn to North Somerset Jn	Oldfield Park to Keynsham	4623	1393	15	1510	30%
Bristol Temple Meads to Worle Jn	Parson Street to Nailsea & Backwell	3317	768	7	925	23%
Bristol Temple Meads to Worle Jn	Bristol West Jn. to Bedminster	3259	1190	0	1190	37%
Exeter St Davids to Newton Abbott	Exeter St Thomas to Marsh Barton	1918	401	0	403	21%

Section Analysis - Westbound

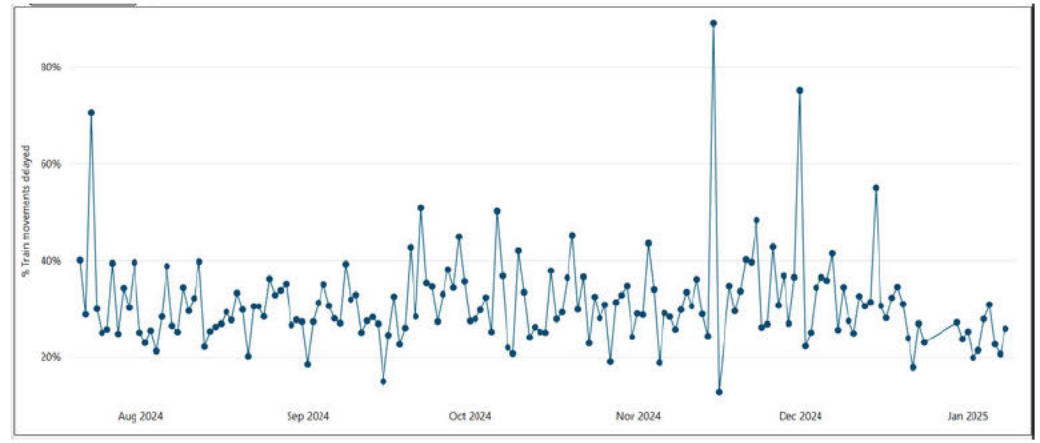
London Paddington to Airport Junction

	Section Description	Delay Event	of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	London Paddington to Royal Oak Jn	Section	41708	5309	93	5402	5990	0.1	167	175	13%
2	Royal Oak Jn to Portobello Jn	Section	41706	4414	337	4751	6529	0.2	167	175	11%
3	Portobello Jn to Ladbroke Grove	Section	25765	2369	202	2571	3694	0.1	166	175	10%
4	Ladbroke Grove to Acton West	Section	25765	7193	703	7896	11602	0.5	167	175	31%
5	Acton West to Ealing Broadway	Section	28886	5062	62	5124	5601	0.2	170	175	18%
6	Ealing Broadway to West Ealing	Section	27419	1115	54	1169	1512	0.1	163	175	4%
7	West Ealing to Hanwell	Section	11157	2643	39	2682	2873	0.3	161	175	24%
8	Hanwell to Southall	Section	11155	3067	73	3140	3561	0.3	161	175	28%
9	Southall to Hayes & Harlington	Section	28226	9546	267	9813	11607	0.4	170	175	35%
10	Hayes & Harlington to Heathrow Airport Jn	Section	27993	16	0	16	17	0	170	175	0%

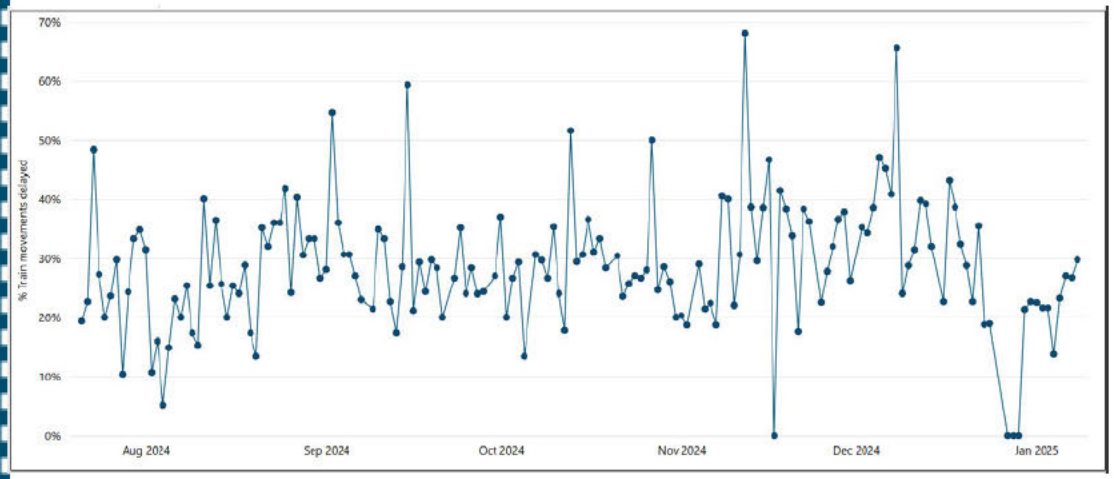
Southall to Hayes & Harlington- Trend



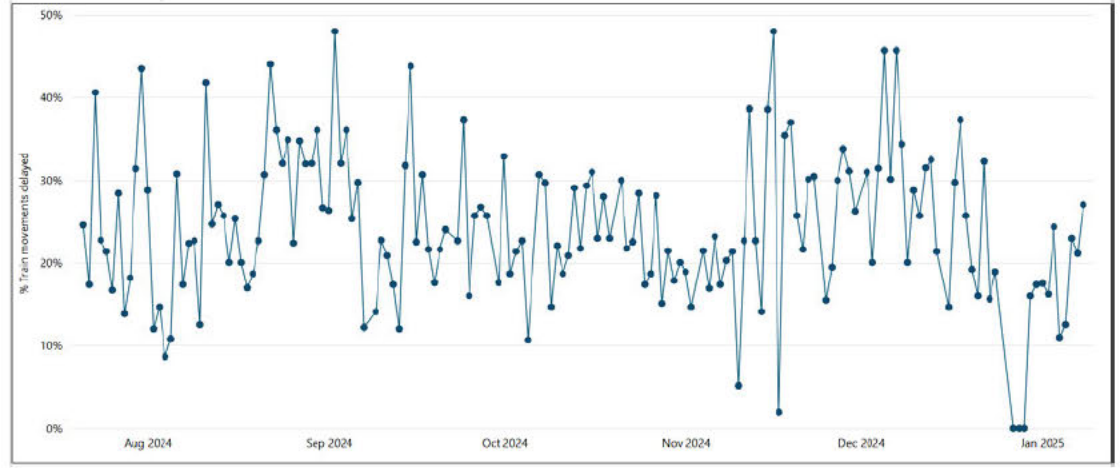
Ladbroke Grove to Acton West- Trend



Hanwell to Southall - Trend



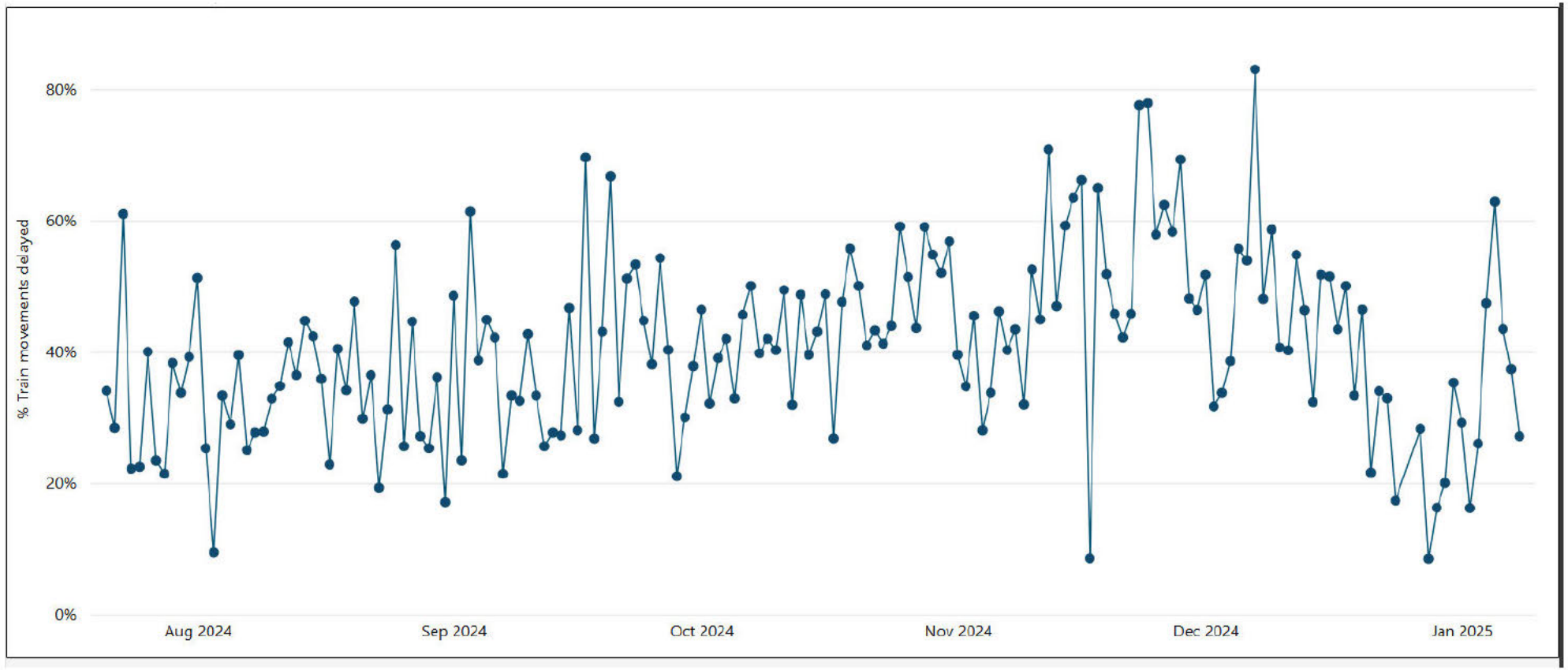
West Ealing to Hanwell - Trend



Wantage Road to Wootton Basset Jn

	Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Wantage Road to Challow	Section	12266	168	71	239	561	0	170	175	2%
2	Challow to Uffington (Oxfordshire)	Section	12277	1399	44	1443	1799	0.1	170	175	12%
3	Uffington (Oxfordshire) to Swindon	Section	12289	3957	1008	4965	10121	0.8	170	175	40%
4	Swindon to Wootton Bassett Jn	Section	10960	1834	278	2112	3641	0.3	170	175	19%

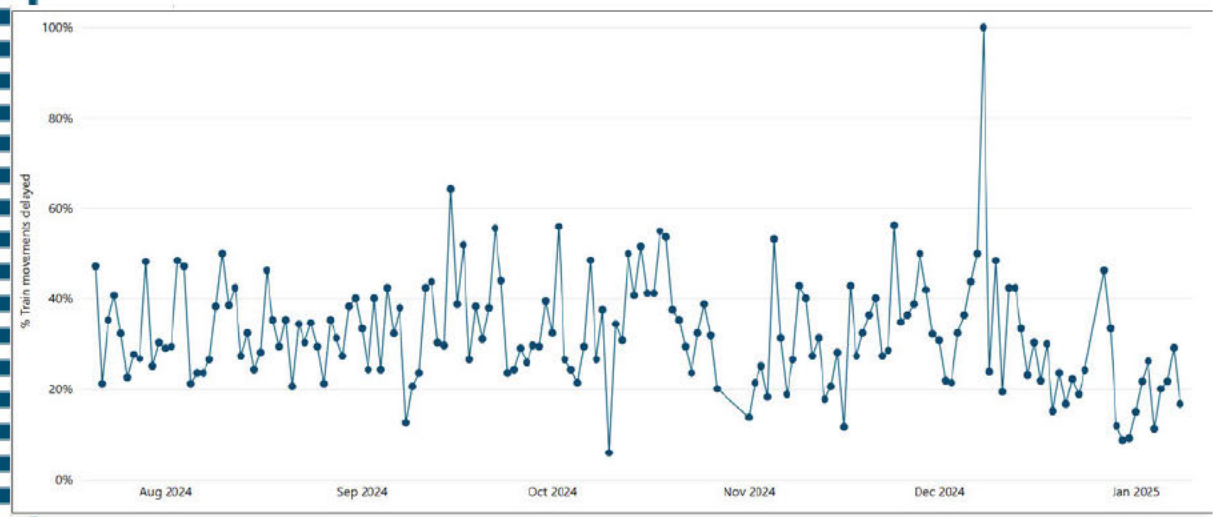
Uffington (Oxfordshire) to Swindon - Trend



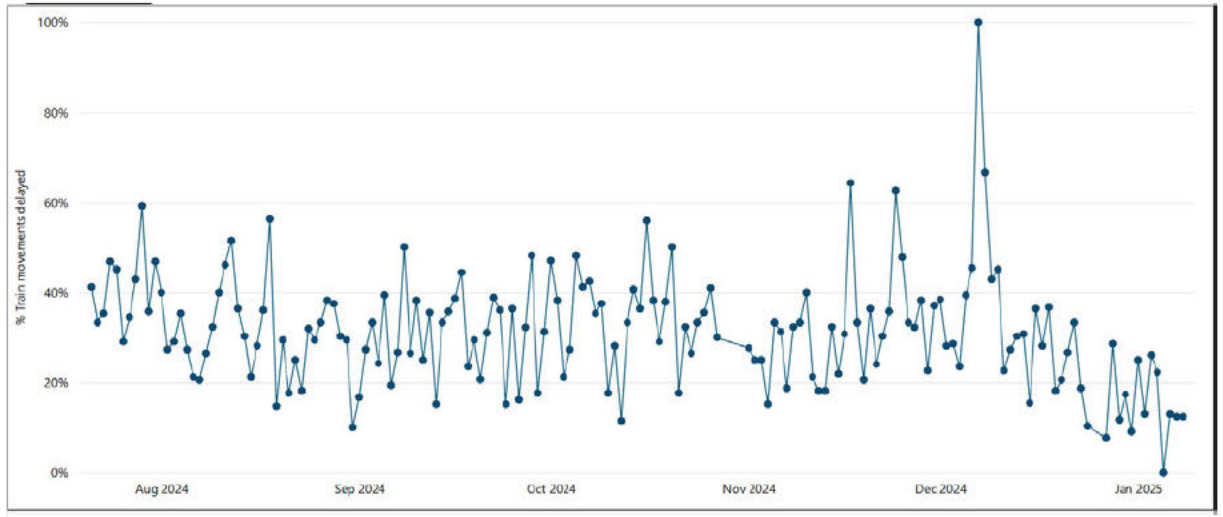
Bathampton Jn to North Somerset Jn

	Section Description	Delay Event	of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Bathampton Jn to Bath Spa	Section	11958	1178	254	1432	2677	0.2	170	175	12%
2	Bath Spa to Oldfield Park	Section	4642	1470	0	1470	1470	0.3	166	175	32%
3	Oldfield Park to Keynsham	Section	4623	1393	15	1408	1510	0.3	166	175	30%
4	Keynsham to North Somerset Jn	Section	4896	586	97	683	1158	0.2	166	175	14%

Bath Spa to Oldfield Park - Trend



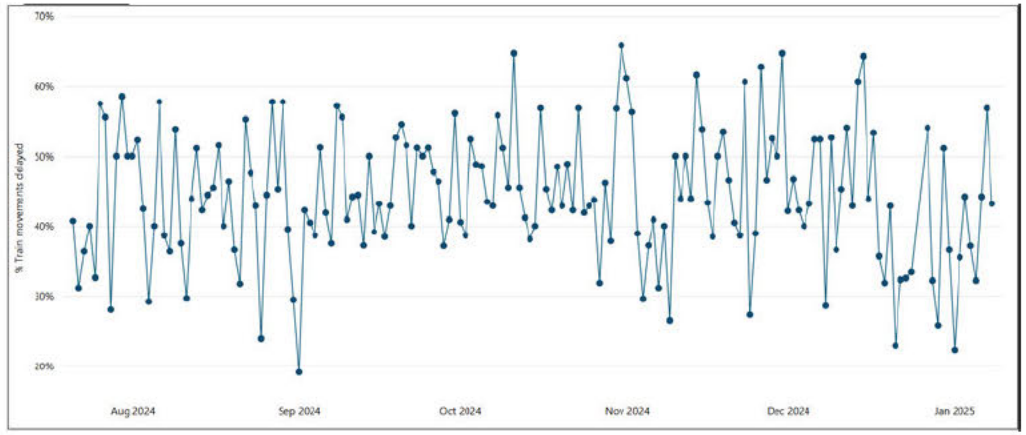
Oldfield Park to Keynsham - Trend



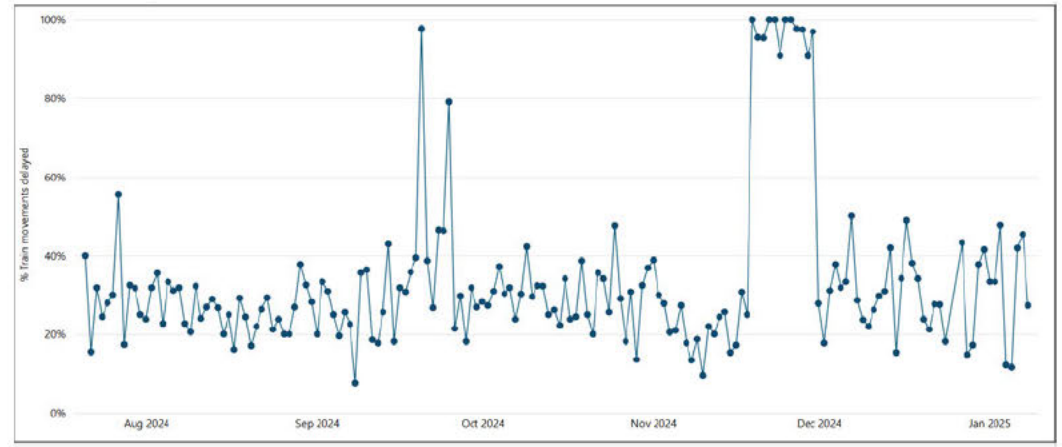
Bristol Temple Meads to Worle Junction

	Section Description	Delay Event	of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Bristol Temple Meads to Bristol West Jn.	Section	9800	310	9	319	367	0	170	175	3%
2	Bristol West Jn. to Bedminster	Section	3259	1190	0	1190	1190	0.4	170	175	37%
3	Bedminster to Parson Street	Section	1479	31	1	32	40	0	169	175	2%
4	Parson Street to Nailsea & Backwell	Section	3317	768	7	775	925	0.3	170	175	23%
5	Nailsea & Backwell to Yatton	Section	6398	2850	14	2864	2969	0.5	170	175	45%
6	Yatton to Worle	Section	6332	1958	200	2158	3461	0.5	170	175	34%
7	Worle to Worle Jn	Section	4221	267	218	485	1446	0.3	170	175	11%

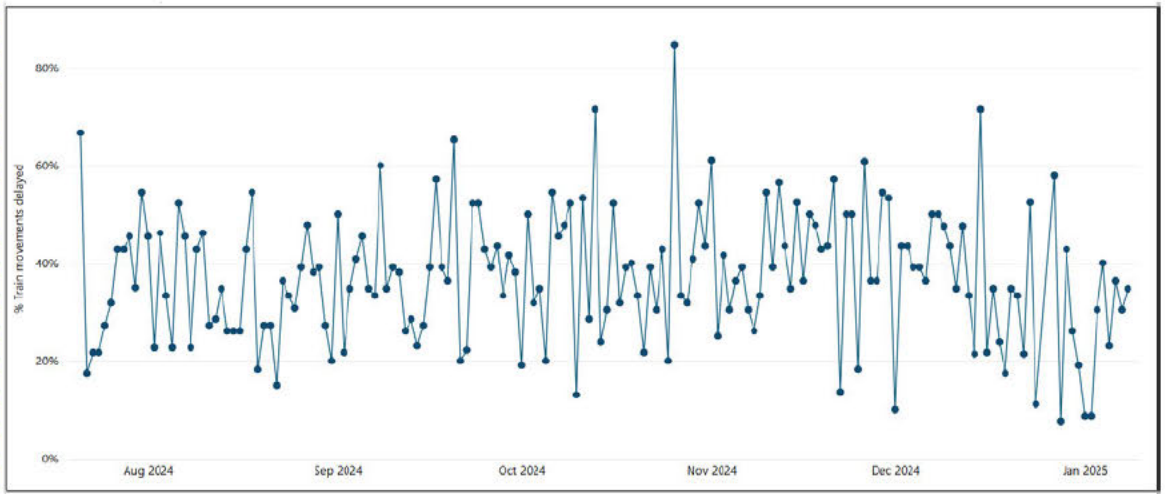
Nailsea & Backwell to Yatton - Trend



Yatton to Worle - Trend



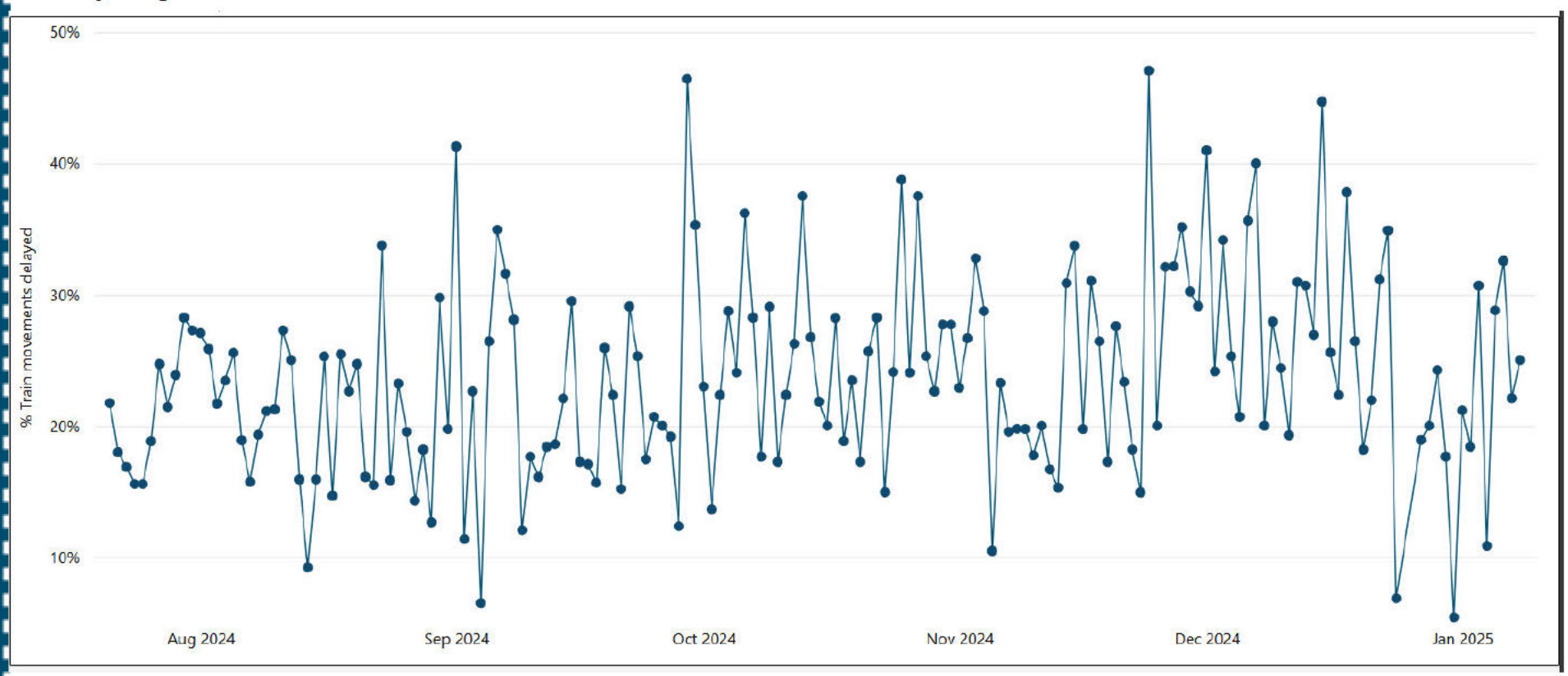
Bristol West Jn. to Bedminster -Trend



Cowley Bridge Junction to Exeter St Davids

Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
Cowley Bridge Jn to Exeter St Davids	Section	13430	2826	291	3117	4699	0.3	170	175	23%

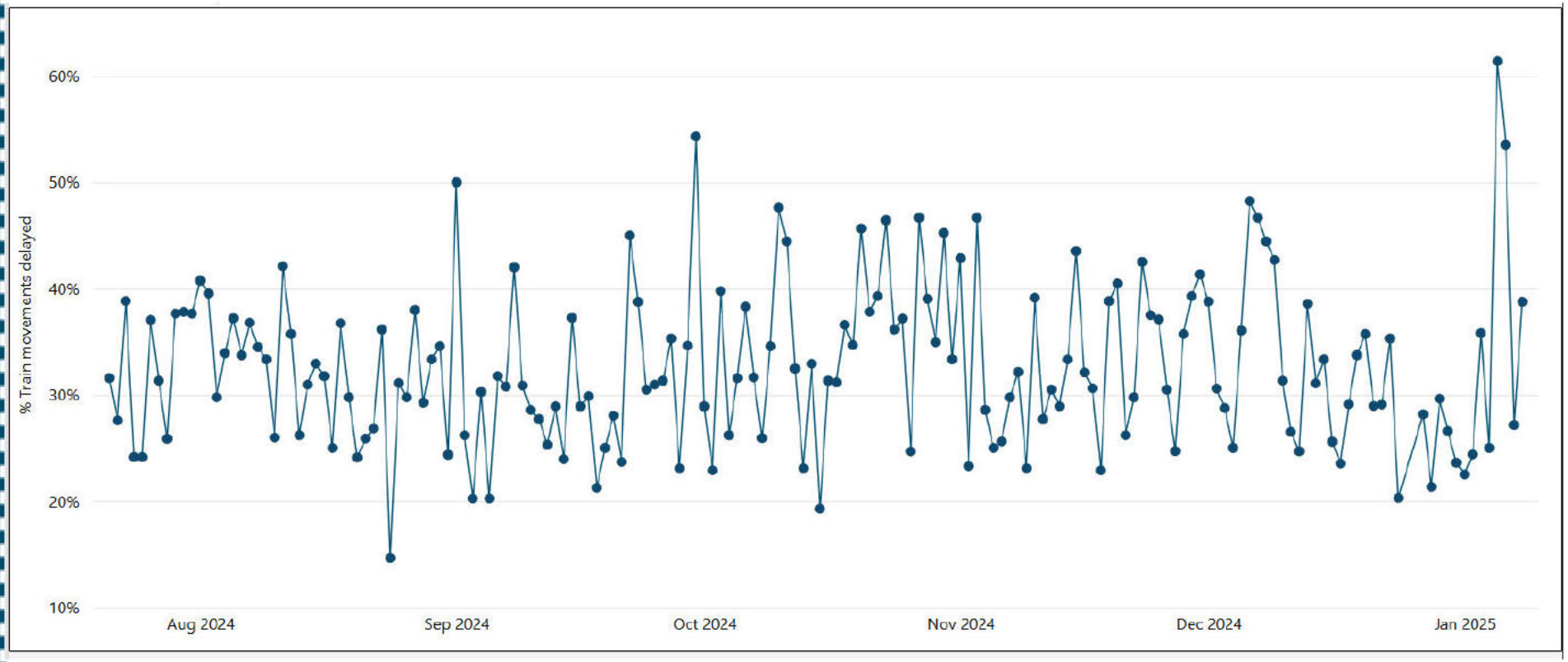
Cowley Bridge Junction to Exeter St Davids



Exeter St Davids to Newton Abbott

	Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Exeter St Davids to Exeter St Thomas	Section	3992	625	1	626	631	0.2	170	175	16%
2	Exeter St Thomas to Marsh Barton	Section	1918	401	0	401	403	0.2	161	175	21%
3	Marsh Barton to Starcross	Section	1924	13	2	15	26	0	170	175	1%
4	Starcross to Dawlish Warren	Section	3995	39	19	58	117	0	170	175	1%
5	Dawlish Warren to Dawlish	Section	12983	1546	99	1645	2050	0.2	170	175	13%
6	Dawlish to Teignmouth	Section	12898	1206	121	1327	2161	0.2	170	175	10%
7	Teignmouth to Newton Abbot	Section	12962	3936	246	4182	5776	0.4	170	175	32%

Teignmouth to Newton Abbot - Trend

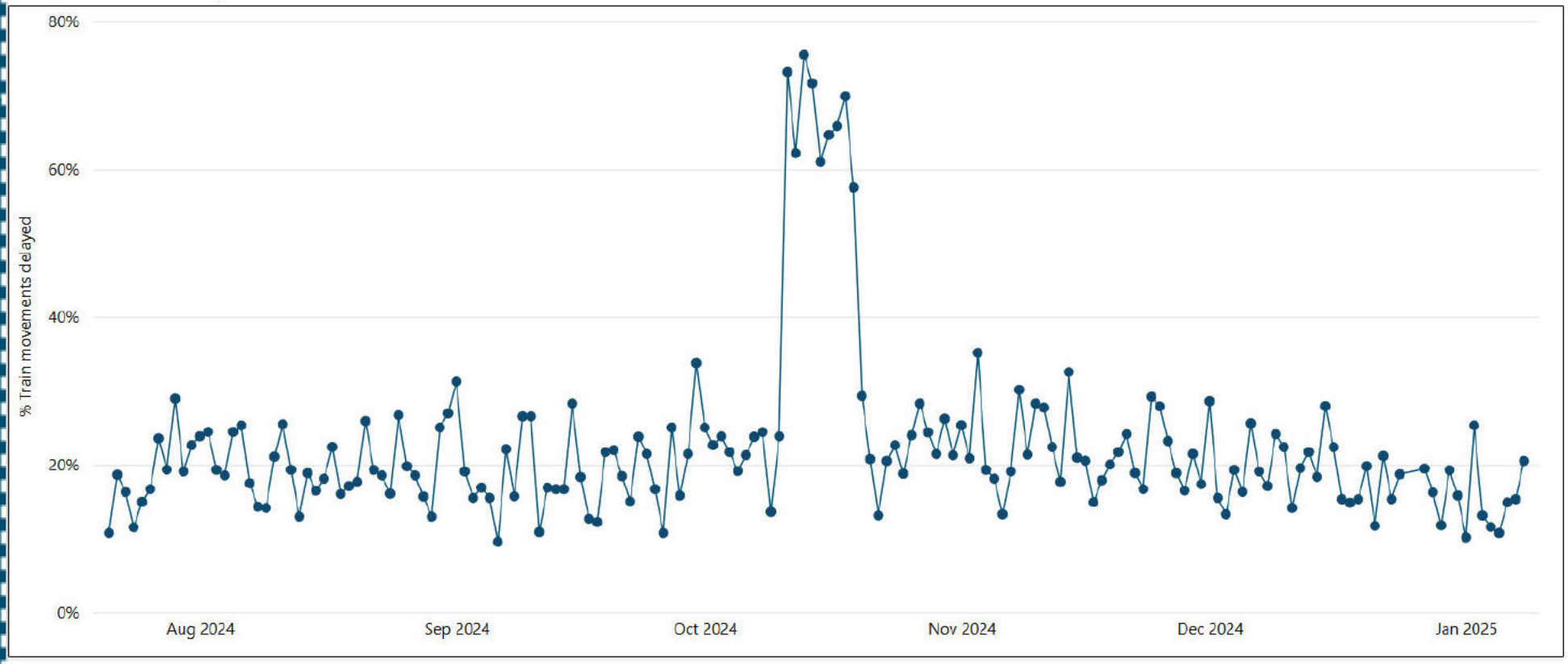


Section Analysis - Eastbound

Newton Abbott to Exeter St Davids

	Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Newton Abbot to Teignmouth	Section	12995	1260	95	1355	1952	0.2	170	175	10%
2	Teignmouth to Dawlish	Section	12982	1358	51	1409	1741	0.1	170	175	11%
3	Dawlish to Dawlish Warren	Section	12979	2809	64	2873	3371	0.3	170	175	22%
4	Dawlish Warren to Starcross	Section	3770	257	0	257	260	0.1	170	175	7%
5	Starcross to Marsh Barton	Section	1192	22	1	23	29	0	161	175	2%
6	Marsh Barton to Exeter St Thomas	Section	1195	1	0	1	1	0	170	175	0%
7	Exeter St Thomas to Exeter St Davids	Section	3885	497	268	765	1817	0.5	170	175	20%

Dawlish to Dawlish Warren- Trend



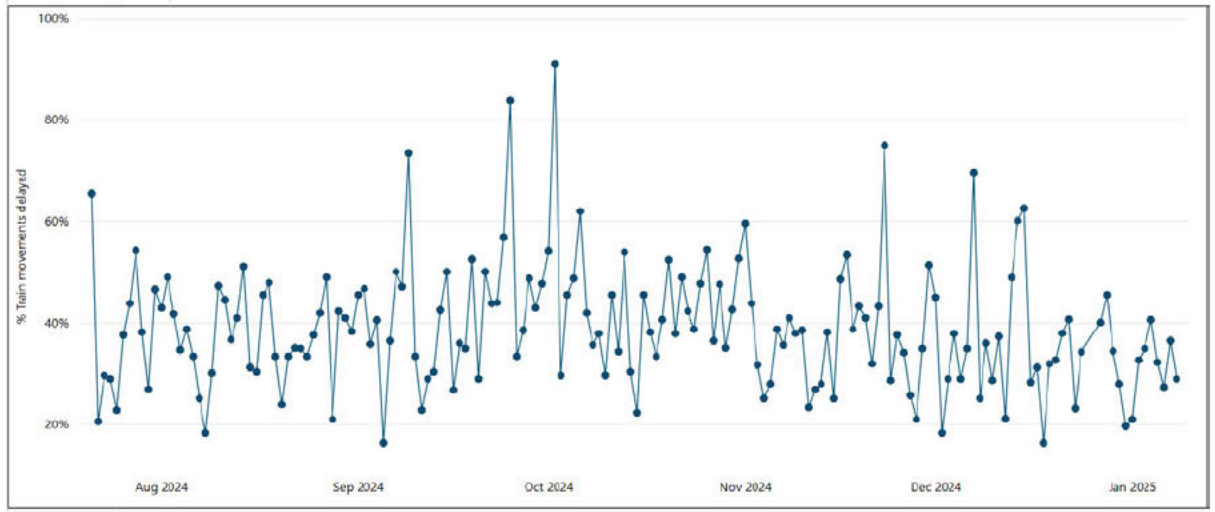
Exeter St Davids to Cowley Bridge Junction

Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
Exeter St Davids to Cowley Bridge Jn	Section	13256	1227	164	1391	2102	0.2	170	175	10%

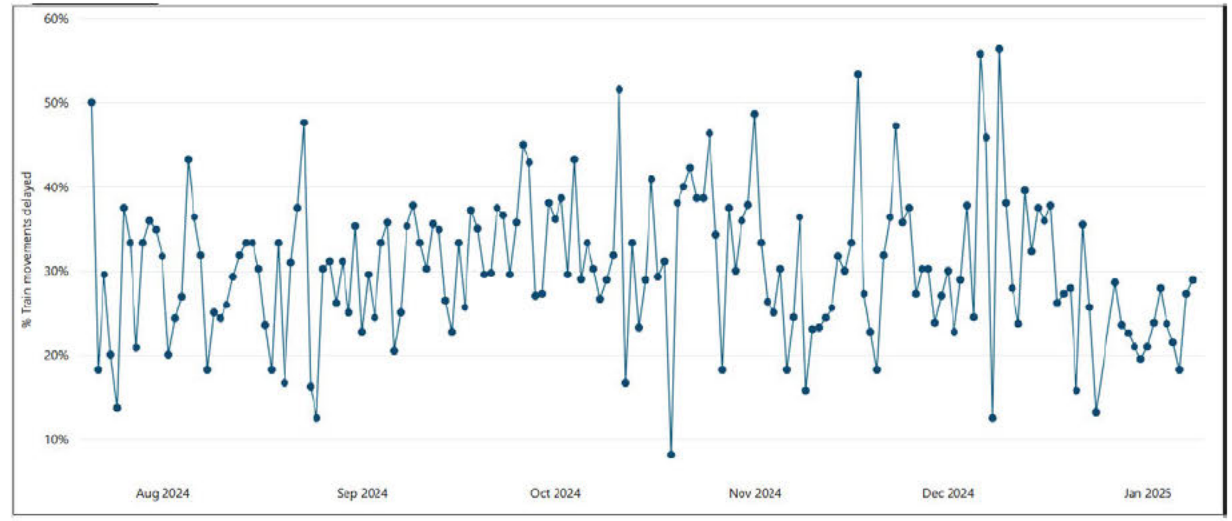
Worle Junction to Bristol Temple Meads

	Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Worle Jn to Worle	Section	4441	385	1	386	408	0.1	170	175	9%
2	Worle to Yatton	Section	6517	2240	235	2475	3902	0.6	170	175	38%
3	Yatton to Nailsea & Backwell	Section	6509	1105	16	1121	1245	0.2	170	175	17%
4	Nailsea & Backwell to Parson Street	Section	6507	1871	102	1973	2710	0.4	170	175	30%
5	Parson Street to Bedminster	Section	1711	147	0	147	150	0.1	170	175	9%
6	Bedminster to Bristol West Jn.	Section	3510	641	104	745	1179	0.3	170	175	21%
7	Bristol West Jn. to Bristol Temple Meads	Section	9929	2067	3	2070	2090	0.2	170	175	21%

Worle to Yatton - Trend



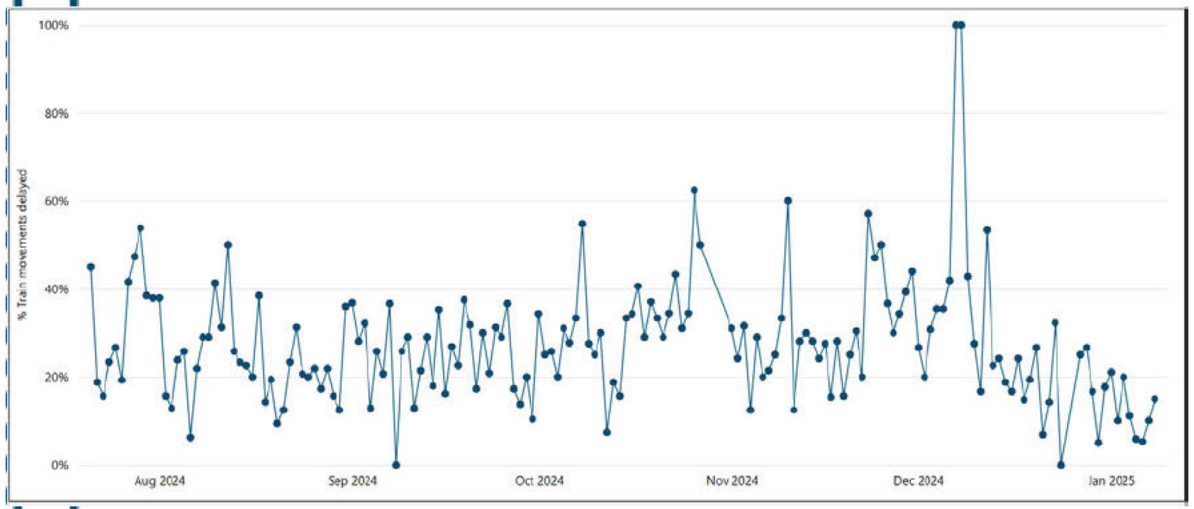
Nailsea & Backwell to Parson Street- Trend



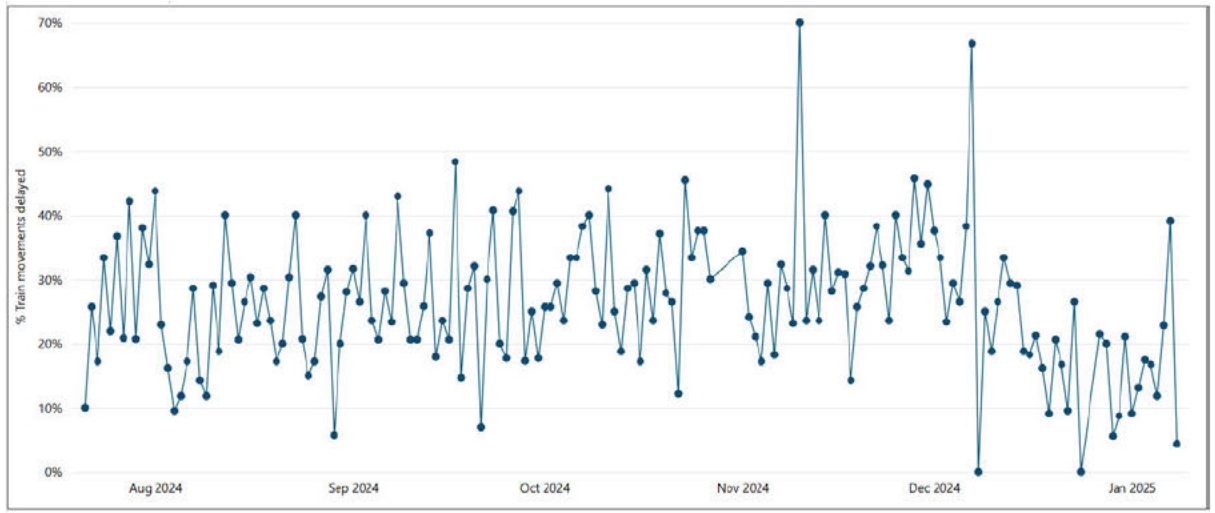
North Somerset Jn to Bathampton Jn

	Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	North Somerset Jn to Keynsham	Section	4807	1178	81	1259	1583	0.3	166	175	26%
2	Keynsham to Oldfield Park	Section	4432	1138	37	1175	1409	0.3	166	175	27%
3	Oldfield Park to Bath Spa	Section	4442	61	6	67	91	0	166	175	2%
4	Bath Spa to Bathampton Jn	Section	11971	1576	149	1725	2505	0.2	170	175	14%

Keynsham to Oldfield Park- Trend



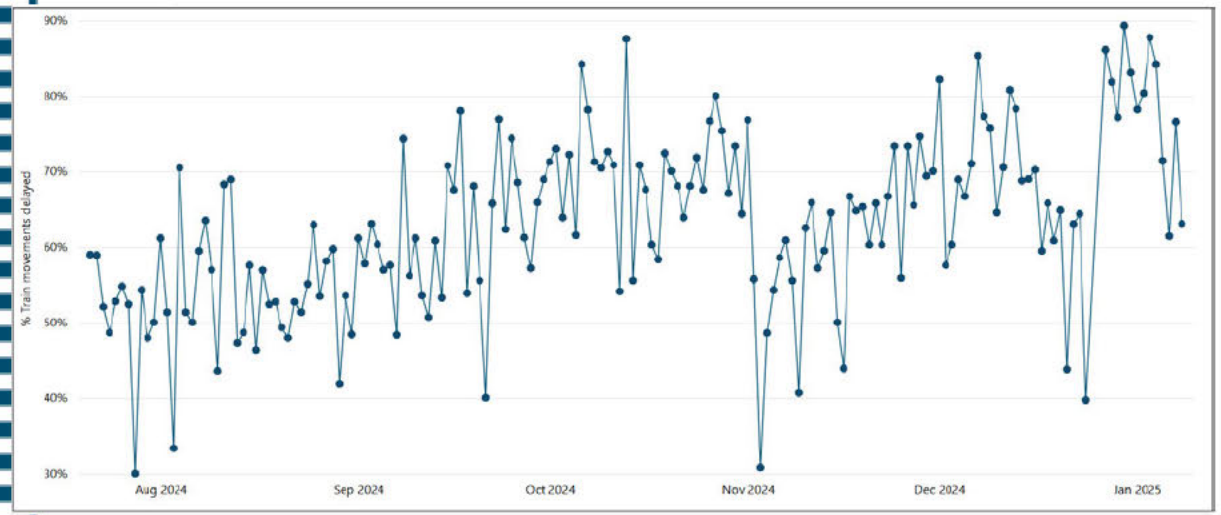
North Somerset Jn to Keynsham- Trend



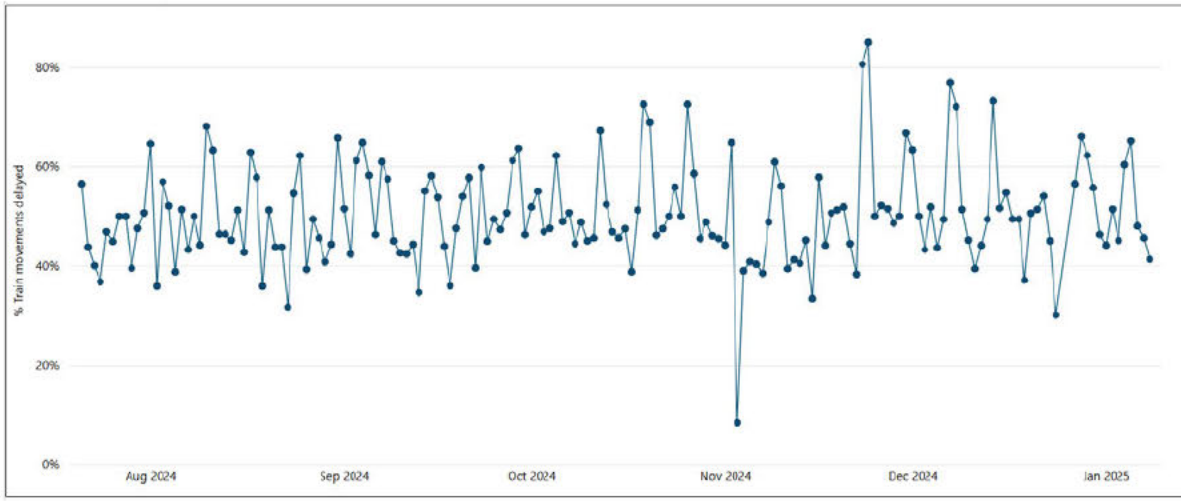
Wootton Basset Jn to Wantage Road

	Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Wootton Bassett Jn to Swindon	Section	10699	5567	1106	6673	12512	1.2	170	175	62%
2	Swindon to Uffington (Oxfordshire)	Section	11977	5544	362	5906	8841	0.7	170	175	49%
3	Uffington (Oxfordshire) to Challow	Section	11986	1048	49	1097	1346	0.1	170	175	9%
4	Challow to Wantage Road	Section	11989	4641	191	4832	5629	0.5	170	175	40%

Wootton Bassett Jn to Swindon - Trend



Swindon to Uffington (Oxfordshire)- Trend

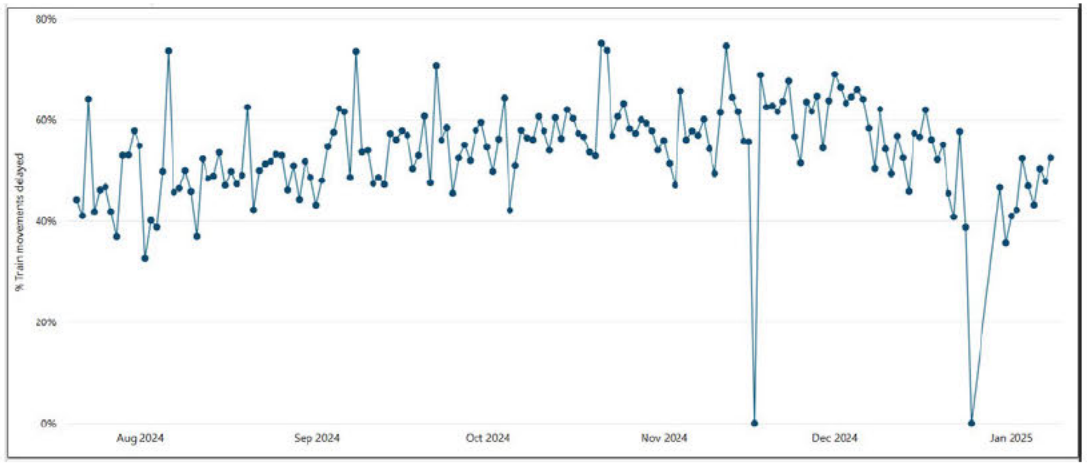


Airport Junction to London Paddington

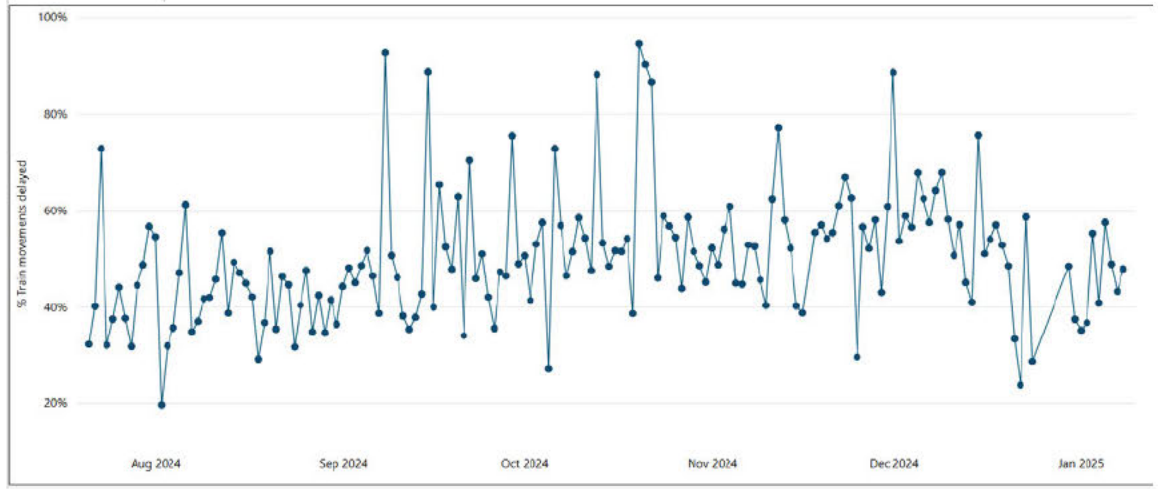
OFFICIAL

	Section Description	Delay Event	Number of trains (exc cancelled)	Sub Threshold Delay Count	Above Threshold Delay Count	Delay Count Total	Delay Minutes	Delay per movement	Days ran	Days selected	% Train movements delayed
1	Heathrow Airport Jn to Hayes & Harlington	Section	28071	1058	3	1061	1134	0	171	175	4%
2	Hayes & Harlington to Southall	Section	27769	6824	295	7119	8673	0.3	171	175	26%
3	Southall to Hanwell	Section	10986	4564	143	4707	5357	0.5	161	175	43%
4	Hanwell to West Ealing	Section	10984	4066	0	4066	4066	0.4	161	175	37%
5	West Ealing to Ealing Broadway	Section	27692	10828	56	10884	11357	0.4	164	175	39%
6	Ealing Broadway to Acton West	Section	28769	607	37	644	877	0	171	175	2%
7	Acton West to Ladbroke Grove	Section	24914	10236	2036	12272	21521	0.9	166	175	49%
8	Ladbroke Grove to Portobello Jn	Section	24914	4075	69	4144	4485	0.2	168	175	17%
9	Portobello Jn to Royal Oak Jn	Section	41677	1630	198	1828	2743	0.1	168	175	4%
10	Royal Oak Jn to London Paddington	Section	41677	21859	759	22618	29053	0.7	168	175	54%

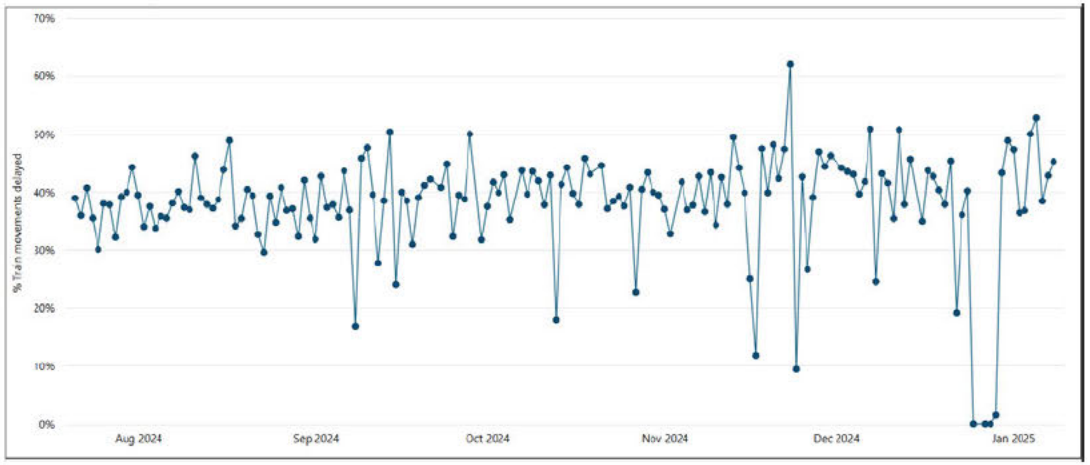
Royal Oak Jn to London Paddington - Trend



Acton West to Ladbroke Grove - Trend



West Ealing to Ealing Broadway- Trend



Southall to Hanwell- Trend