

MTR response to third directions - 08 August 2023

The MTREL response to the third directions is below:-

Panel Chairs Third Direction

1. Please can MTR, HEOC and GWR confirm whether they agree with NR's statement made in para 4.2.8 of its SRD: The Capacity Study shows GWR running 80% of their normal Sunday services with MTR-EL running 60% and HEX at 50%. If any of them do not, NR should bring to the hearing the evidence it relies upon for making that statement.

MTR usually operates 10tph in each direction (6 to Heathrow, 2 to Maidenhead & 2 to Reading). This is reduced to 6tph during the two-track railway, so we agree with the above percentage of 60% for MTREL.

2. Do the Parties (MTR, HEOC and GWR) accept the assertion of Network Rail, cited in 4.2.10 and referred to elsewhere in the SRD, that 'Creating or accepting a poor performing timetable is not an acceptable outcome for any timetable participant'? Are there circumstances in which the Parties might indeed accept de-prioritisation of performance in order to favour other concerns?

From an MTR point of view, performance is critical and cannot be compromised, as it not only has an impact on our financial and reputational position, but also increases the safety risk and any delays on Western Route could affect the service through to Abbey Wood and Shenfield via central London.

6. Please can NR and MTR clarify the point NR makes about MTR's ECS service in para 4.2.10 of its SRD: do MTR ECS services use any of the 14.5tph capacity that NR says is available during the possessions in dispute.

All MTR ECS movements are outside of the two-track railway possession limits. MTR will be operating some ECS between our depot at Old Oak Common and Paddington (Crossrail) station.