

RENAISSANCE TRAINS LIMITED

Please reply to:

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12/9
David Robertson
Head of Track Access
Office of Rail Regulation
One Kemble Street
London WC2B 4AN

10th September 2006

Dear David,

CONSIDERATION OF APPLICATIONS FOR TRACK ACCESS RIGHTS RELATING TO THE EAST MIDLANDS, WEST MIDLANDS, CROSS COUNTRY AND WEST COAST, FRANCHISES

I refer to the letter from Brian Kogan dated 11th July 2006 concerning consultation about the allocation of network capacity associated with the above franchises and a request that promoters of services on these routes should give notice of their intentions.

Renaissance Trains Ltd is concerned with two such proposals described as the Wrexham, Shropshire and Marylebone Railway (WSMR), and Glasgow Trains. Proposals in respect of WSMR will be submitted separately and this letter concerns only the Glasgow Trains proposal.

The contents of this letter are intended for publication on the ORR website and more detailed information is available on a confidential basis.

The Glasgow Trains proposal concerns the provision of through trains between Glasgow, North West and North East England, and the East Midlands offering a high quality specification for passengers with the provision of complimentary 'at seat' catering for passengers travelling First Class and a buffet car service throughout the journey for all ticket holders. Passengers would also have wireless Internet access.

The proposal has attracted wide-ranging stakeholder support as it offers a large number of new through journey opportunities and a better quality on board experience.

A profitable business case is dependent on the allocation of suitable paths in terms of journey time and rolling stock utilisation and in this respect it has not to date been possible to identify such infrastructure capacity.

Renaissance Trains is continuing to work with Network Rail with the aim of identifying suitable paths that meet business plan and industry wide performance objectives.

I trust this is sufficient information that meets the need of the consultative process and disclosure in the public domain.

Yours sincerely,



Mike Jones, MCIT, FRSA
Director
Renaissance Trains Limited