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On behalf of
Oxfordshire Railfreight Limited

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From: [REDACTED]@networkrail.co.uk>
Sent: 11 September 2026 15:26
To: [REDACTED]
Subject: OXSRFI (Ardley) Follow On Clarifications

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[REDACTED]

Following our recent discussion around the points raised by third-parties on the proposals for Ardley SRFI, I thought it useful to set out below some clarification.

Loading Gauge Assessment

The assessment of W8 gauge has not assumed or necessitated line speed reductions in determining the achievement of W8 gauge through Ardley Tunnel, this remaining the focus of improvements needed to achieve W8 gauge between Aynho Junction and West Ealing Junction and to be funded by the Applicant. W8 gauge aligns with the NNNPS policy on SRFI and can be achieved with minimal disruption to the Chiltern main line

Routing

None of the core 4 x round trip train paths identified to and from the site would require a run-round manoeuvre at Banbury. Should any other future services wish to use this for normal or diverted operations, the existing track and signalling at Banbury would allow such maneuvers to take place.

Origins and destinations

At this stage of scheme development, it is usual and appropriate for the train pathing work, undertaken jointly with the Applicant and GB Railfreight (currently the largest Freight Operating Company by market share) to originate and terminate at key relevant nodal yards. Nodal yards play an important role in the day to day movement of goods around the UK, providing high-level capability to path trains between geographic regions and from where trains can be held prior to onward pathing arrangements to end destinations and are typically accessible to all operators. In the case of this scheme, key nodal yards at Crewe, Wembley and Eastleigh have been identified to provide future flexibility on the ultimate final origin/destination locations and crucially flexibility on securing future customers and their traffic bases.

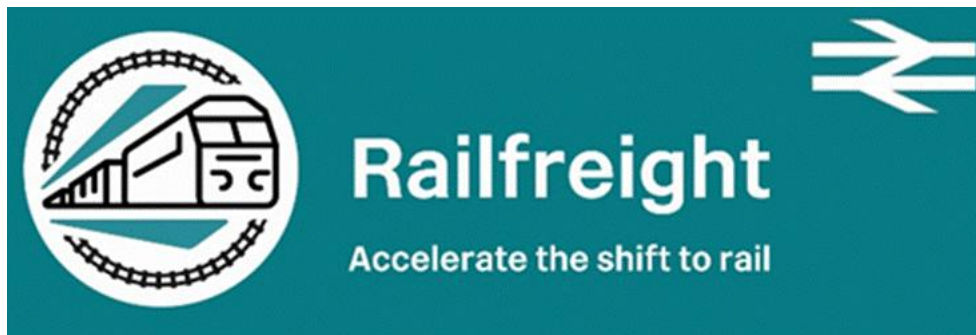
Chiltern Line Strategic Advice

As you will be aware, the document is still being prepared for release, but the content and supporting network modelling has taken account of the OxSRFI scheme proposals alongside other stakeholder inputs. It is important to note that the purpose of the document is to

provide advice to funders and stakeholders about future opportunities, rather than attempt to cast a definitive statement regarding current or future network capacity and capability.

I trust this suitably addresses the questions posed and reiterates the Statement of Common Ground already agreed with the Applicant.

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