

## APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A PASSENGER TRACK ACCESS AGREEMENT, OR AMENDMENT TO A PASSENGER TRACK ACCESS AGREEMENT UNDER SECTIONS 17-22A OF THE RAILWAYS ACT 1993

### 1. Introduction

Please use this form to apply to the Office of Rail and Road (ORR) for:

- directions under section 17 of the Railways Act 1993 for a new track access contract. Section 17 allows companies who want the right to use a railway facility (including Network Rail's network) to apply to ORR for access if they are not able (for whatever reason) to reach agreement with the facility owner.
- approval under section 18 of the Railways Act 1993 for a new track access contract. Section 18 allows companies to apply for approval if they have agreed terms with the facility owner.
- approval of a proposed amendment (agreed by both parties) under section 22 of the Railways Act 1993 to an existing track access contract.
- directions under section 22A of the Railways Act 1993 for an amendment to an existing track access contract. Section 22A allows anyone seeking an amendment to an existing track access contract which allows the operation of more extensive services to apply for a compulsory amendment if they are not able (for whatever reason) to reach agreement with the facility owner.

If it is the facility owner, Network Rail will carry out a pre-application consultation. In this case fill in this form up to section 7.3. You should fill in the rest of the form after the consultation and before applying to ORR. If you are unhappy with the facility owner carrying out the consultation, you should ask ORR to do so. If this is the case, you should complete this form in full before submitting it to us.

The form sets out ORR's standard information requirements for considering applications. It cross-refers throughout to our [criteria and procedures](#) (C&Ps). The C&Ps explain the process, timings and the issues we will expect to consider. You should use the published [model passenger track access contract](#) as your starting point when drafting the contract or amendments you want. Please read the C&Ps and the Code of Practice before applying.

We are happy to talk to you before you apply. Please contact us [here](#).

You can download a copy of this form, and of ORR's model track access contract, from the ORR website: [www.orr.gov.uk](http://www.orr.gov.uk)

## 2. The application

**2.1 Title of proposed contract or supplemental agreement** (please also include the section of the Railways Act 1993 under which you are applying):

Under Section 17:

Track Access Contract (Passenger Services)  
Between Network Rail Infrastructure Limited and First/MTR South West Trains Ltd (trading as South Western Railway).

**2.2 Contact details** (Company and named individual for queries):

<u>Facility Owner</u>	<u>Beneficiary</u>
Company: Network Rail	Company: First MTR South West Trains Ltd
Contact individual: Chris A'Barrow	Contact individual: Jon Hills
Job title: Head of Customer Relationship Management	Job title: Bid Train Planning Manager, First Rail Holdings
Address: Basingstoke Campus Gresley Road Basingstoke Hampshire RG21 4FS	Address: Fourth Floor, Capital House 25 Chapel Street London NW1 5DH
Telephone number: [REDACTED]	Telephone number: [REDACTED]
Fax number:	Fax number: n/a
E-mail address: Christopher.A'barrow@networkrail.co.uk	E-mail address: <a href="mailto:jon.hills@firstgroup.com">jon.hills@firstgroup.com</a>

**2.3 Licence and railway safety certificate:** please state whether you intend to operate the services yourself or have them operated on your behalf.

Does the proposed operator of the services (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and** (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006. If the answer to (a) **or** (b) is no, please state the point reached in obtaining a licence, exemption and/or safety certificate.

**C&Ps paras 3.9-3.15**

First MTR South West Trains Ltd (FMSWT) does not yet hold either a valid train operating licence or a valid safety certificate. However, the process to obtain both of these is well underway and on track to be approved in advance of the start date of the new South Western franchise on 20<sup>th</sup> August 2017. The ORR has informed FMSWT that it is comfortable to receive this application for rights in advance of the commencement of the franchise to assist with the process to determine availability of capacity on lines into and out of London Waterloo in respect of the December 2018 timetable.

Specifically, the current status of these two documents is as follows:

- Licence – the statutory consultation period has now passed and no objections have been raised; the CAHA Admission Agreement is due to be signed by 20<sup>th</sup> July; applications to RDG for admission to the various ticketing schemes are underway; insurance is underway with signed letters due to be submitted to ORR by 20<sup>th</sup> July; stakeholder consultations for DPPP and CHP are underway with the DPPP closed and comments awaited from ORR
- Safety Certificate – This is due to be issued by ORR for both SWR and the Island Line in advance of 15<sup>th</sup> August 2017 (following a request by DfT to ORR)

### 3. The proposed contract or amendment

**3.1 Executive summary:** please provide an executive summary of the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment).

**C&Ps para 3.22-3.28**

Please also explain any important safety risks that have been identified arising from the proposal and how these will be controlled (by reference to the facility owner's safety authorisation and the train operator's safety certificate). **C&Ps paras 4.9-4.11**

Please also state the commencement and end dates for the proposal, and for new agreements or extensions to existing agreements, provide justification for the proposed length of the application, with reference to the [Railways Infrastructure \(Access and Management\) Regulations 2005](#). If you are a franchised operator, please state the expiry date of your franchise. **C&Ps paras 4.72-4.79**

**Date of commencement:** Principal Change Date 2018 (i.e. 9<sup>th</sup> December 2018)

**End date:** Principal Change Date 2025

The request is made under Section 17 of the Railways Act 1993.

The proposed contract is a model clause contract for passenger services associated with the operation of the South Western franchise.

FMSWT are seeking that the current approved Schedule 5 rights for quantum (table 2.1 of Schedule 5) and calling patterns (table 4.1 of Schedule 5) within the existing Track Access Contract (TAC) are continued for the duration of the proposed contract. In addition to this, incremental rights are sought to reflect the Train Service Specification (TSS) as set out within the Franchise Agreement for the new South Western franchise, which commences on 20<sup>th</sup> August 2017. The incremental rights being sought will also be for quantum and calling patterns only.

In addition, FMSWT is seeking that the current connection rights (table 8.2) associated with the Lymington Branch are retained. This is to protect the connection with mainline services.

For the avoidance of doubt, FMSWT is not seeking to continue with the other approved rights within Schedule 5 of the current TAC not mentioned above beyond December 2018.

The current TAC expires on 8<sup>th</sup> December 2018, and will be transferred to FMSWT through the Transfer Scheme arrangements associated with a franchise change, taking effect on 20<sup>th</sup> August 2017. At this point First MTR will be the beneficiary of the existing (as amended) Track Access Contract.

FMSWT is seeking a new contract for the remainder of the franchise term plus an additional 13 railway periods (which is the maximum additional term the franchise can be extended for at the sole discretion of the Secretary of State) and a further five months to the next timetable Principal Change Date. This is to ensure that access rights are in place for a successor operator/franchisee, a standard practice in relation to re-franchising.

In addition to the length of contract being linked to the franchise term, the proposed contract length reflects the investment being made by First/MTR into the franchise, which totals £1.2bn.

A description of the changes to the services and quantum, for which the additional Schedule 5 rights are sought:

Windsor Lines

- Waterloo to Reading, increases to 4tph all day, currently anywhere between 2tph and 4tph

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depending on the hour in question. All services will operate via Richmond. These services also replace the Waterloo to Ascot sections of the current direct Waterloo to Farnham via Camberley services.

- Waterloo to Windsor, doubles from 2tph to 4tph all day with the additional 2tph operating via Hounslow
- Ascot to Guildford via Aldershot becomes two separate services groups but remaining at the current frequency
  - Ascot to Aldershot (2tph)
  - Guildford to Farnham via Aldershot (2tph)
- Waterloo to Weybridge services via Hounslow becomes two separate service groups, remaining at the current frequency
  - Waterloo to Hounslow (2tph)
  - Virginia Water to Weybridge (2tph)

Until the new turnback is provided at Virginia Water and sidings at Feltham trains will run ECS between Hounslow and Virginia Water (allows greater flexing for freight services than would occur in passenger service due to platform reoccupation times at Feltham and Staines)

#### Main Lines

- Additional semi-fast service between Portsmouth Harbour and Southampton Central (1tph)
- Current Waterloo to Poole stopping services terminate at Southampton Central but call additionally at St Denys (1tph)
- Current Waterloo to Weymouth semi-fast service (the 2nd of the current Waterloo to Weymouth trains) to terminate at Poole (1tph)
- Current Portsmouth to Southampton stopping service extends to Weymouth taking over the Southampton to Poole and Poole to Weymouth legs of the previously mentioned two service groups which will in future terminate short (1tph)
- The off-peak Waterloo to Haslemere service (1tph) to run through to Portsmouth & Southsea as per peaks and contra peaks currently

**3.2 Terms not agreed with the facility owner (for applications under sections 17 or 22A only):** please set out here any areas of the application which have **not** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions. **C&Ps para 3.102**

Whilst Network Rail is comfortable with the current level of quantum and calling pattern rights, it is not in a position to agree the incremental rights being sought. This is due to a competing track access application for mainline services between London Waterloo and Southampton.

Network Rail is currently undertaking a capacity study on behalf of the ORR for the Wessex Mainline, which takes into account the proposed FMSWT December 2018 timetable (i.e. reflecting the rights being sought) and the prospective additional application for new mainline paths.

We will continue to work collaboratively with NR throughout the rights process on the detail of our plans, such that with a positive decision from ORR, NR would be able to support our plans.

**3.3 Departures from ORR's model passenger track access contract:** please set out and explain here any:

- areas where the drafting of the application changes ORR's published template passenger track access contract (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made. **C&Ps paras 2.34-2.37**

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- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model passenger track access contract, including the financial implications (e.g. establishment of an access charge supplement or rebate). **C&Ps paras 5.1-5.44**
- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete. **C&Ps paras 6.2-6.3**

The proposed contract is in the ORR's latest template form and is attached. Schedule 5 access rights are sought in relation to the proposals described in 3.2 above. The contract will also be based on Control Period 5 arrangements.

The charging and performance regime details are proposed to be confirmed with Network Rail and the ORR and populated prior to approval fully in line with the current Control Period and the current track access agreement, subject to any relevant updates then applying.

A new Clause 9 has been inserted regarding a restriction on the Train Operator's rights to claim for compensation in respect of ERTMS. This is a provision which follows a requirement for terms to be included in the track access agreement which have been applied by the Secretary of State under the terms of the Train Operator's franchise agreement and related arrangements for the funding of ERTMS.

#### **4. The expression of access rights and the use of capacity**

**4.1 Benefits:** please set out what specific benefits the proposal will achieve, including a justification for requiring the rights and their characteristics. Please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please also describe any significant changes in the pattern of services, their benefits to passengers and any impact on other operators, including freight operators. Where appropriate, please provide a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application. **C&Ps paras 4.26-4.35**

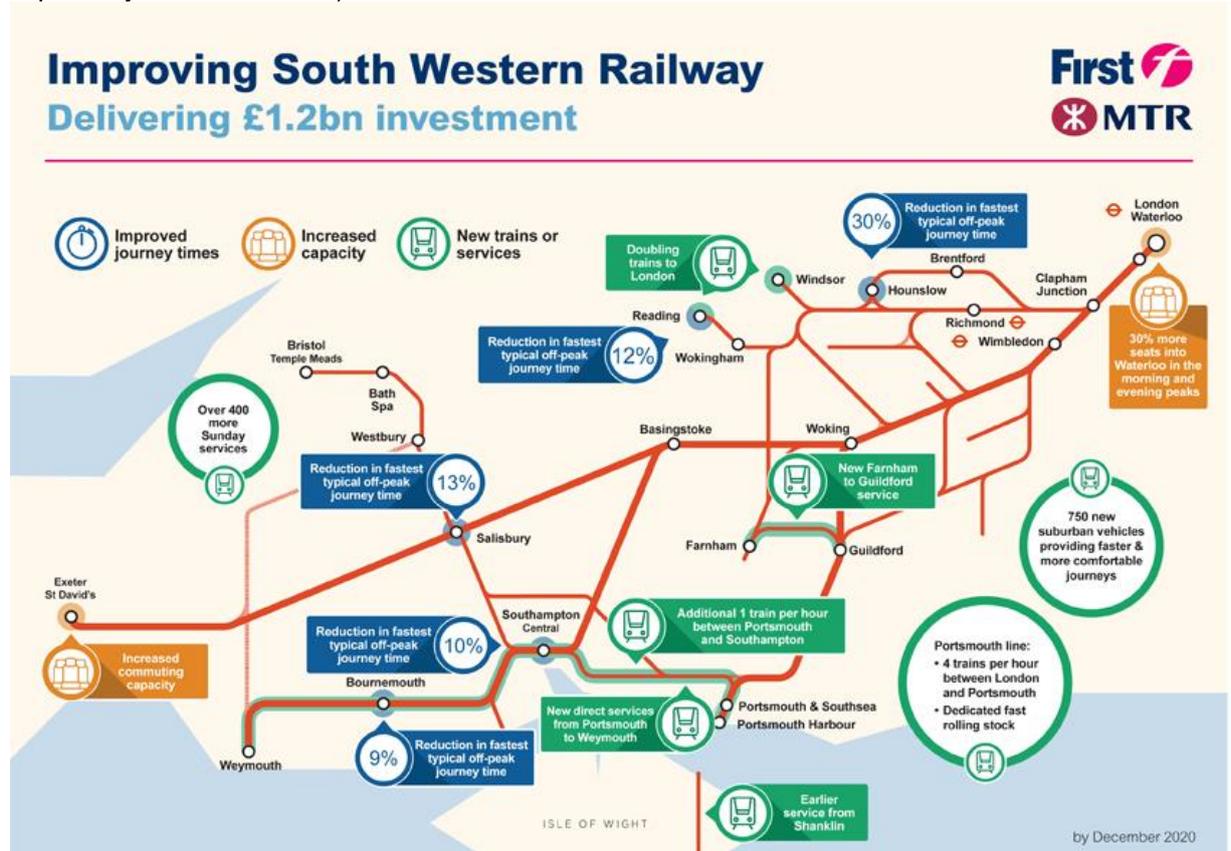
The majority of the quantum and calling pattern rights being sought under this application are consistent with the rights currently held by Stagecoach South West Trains Ltd under the existing Track Access Contract which will transfer to FMSWT on 20<sup>th</sup> August 2017. In addition to the rights currently in place, which FMSWT are seeking to continue, additional quantum and calling pattern rights are sought for mainline services from December 2018 consistent with the service description provided in 3.1 above. Included with this application is a copy of the proposed Schedule 5 tables and a copy of the Train Service Specification (TSS) which FMSWT are required to meet as part of the terms of the Franchise Agreement.

The incremental rights being sought are part of an integrated £1.2bn investment by First MTR that will deliver passenger benefits throughout the entire franchise area. This package includes providing or procuring:

- 22,000 extra seats into London Waterloo each morning peak and 30,000 extra seats out of Waterloo each evening peak
- a fleet of 90 new trains (750 carriages), providing more space for passengers on Reading, Windsor and London routes
- refurbished existing trains with charging sockets, new seat covers and refurbished toilets
- more frequent and additional services across the franchise
- faster journeys across the network
- earlier first and later last trains
- more Sunday services across the network, with many routes having the equivalent of a Saturday service after 1.00pm
- investment to make Southampton Central station a destination fit for the community it serves

- investment in station improvements at other stations including: •refurbished waiting rooms; additional seating; and improvements in step-free access
- free wifi at all stations and on-board mainland trains
- 60 electric vehicle charging points
- At least 1,500 new car parking stations

The following image provides an overview in the improvements in train services that will be delivered by 2020 which reflect the quantum and calling pattern rights being sought from December 2018 (nb: the journey time improvements are linked to the new rolling stock and associated cascade that will be in place by December 2020):



Our plans, which require the additional rights sought, are based on extensive customer and stakeholder research, with passengers explaining that additional capacity and journey times are key deliverables. We will provide 48% more peak passenger capacity and increase capacity at the other times of day and week it is needed.

There will be a significant improvement in train services across every service group in the South Western Franchise. On Main Suburban and Windsor Line services we will adopt a "metro-style" approach, delivered through disciplined operations and use of new technology to support London's growth. Our customers will have smooth and rapid journeys on consistent clockface timetables, with shorter station stops and minimal pathing time. Our Main Line services will be re-focused to reflect their important role connecting major cities across the region, and our non-London services will go further to connect local communities.

There are two parts to achieving our plans. The first, is delivered through a re-cast of the mainline timetable in December 2018, for which the current and incremental rights being sought are required. In December 2020 further improvements in capacity and journey times will be delivered following the deployment of the new 750-carriage train fleet for suburban lines. This fleet will enable improved journey times (for which no new rights are being sought) consistent with the rights required for

December 2018.

In December 2018, the new Main Line timetable will deliver faster journeys to key towns and cities including Southampton, Bournemouth and Salisbury. We will introduce our new timetable and a fully refurbished Class 442 fleet on the Portsmouth Direct services, a more appropriate train for these longer-distance journeys. We will also operate the Class 707s, and together these new fleets allow us to cascade rolling stock to increase peak capacity by 27%. The new timetable will increase services on the Windsor Lines, with Reading and Windsor services doubled to four trains per hour to make full use of the Wessex Capacity Programme. We will provide new direct services from Windsor to Hounslow, Farnham to Guildford, and a cross-Solent service for the first time in decades, connecting communities all the way from Portsmouth to Weymouth. We will run trains earlier in the morning and later at night, and Sunday services will match weekdays on most routes for the first time.

The following tables show the changes in the level of peak services from the current (expressed as May 2018) timetable and the proposed December 2018 timetable, reflecting the rights that are being sought:

May-18	07:00 -07:59	08:00 -08:59	09:00 -09:59	Total
Alton Line	2	2	2	6
Guildford New Line and Working Stopping	3	6	3	12
Main Suburban Lines	18	18	16	52
Portsmouth Direct	5	5	3	13
South West Main Line	7	8	7	22
West of England Line	2	2	2	6
Windsor Lines	13	16	13	42
Total	50	57	46	153

Dec-18	07:00 -07:59	08:00 -08:59	09:00 -09:59	Total
Alton Line	2	2	2	6
Guildford New Line and Working Stopping	4	6	3	13
Main Suburban Lines	17	18	17	52
Portsmouth Direct	6	6	5	17
South West Main Line	9	9	5	23
West of England Line	2	2	3	7
Windsor Lines	17	18	17	52
Total	57	61	52	170

May-18	16:00 -16:59	17:00 -17:59	18:00 -18:59	Total
Alton Line	2	2	2	6
Guildford New Line and Working Stopping	0	2	3	5
Main Suburban Lines	16	17	18	51
Portsmouth Direct	4	4	5	13
South West Main Line	6	9	7	22
West of England Line	2	2	2	6
Windsor Lines	14	17	16	47
Total	44	53	53	150

Dec-18	16:00 -16:59	17:00 -17:59	18:00 -18:59	Total
Alton Line	1	2	2	5
Guildford New Line and Working Stopping	2	5	6	13
Main Suburban Lines	17	18	18	53
Portsmouth Direct	5	6	6	17
South West Main Line	8	8	8	24
West of England Line	2	2	2	6
Windsor Lines	16	17	18	51
Total	51	58	60	169

December 2020's timetable will complete the transformation of Main Suburban and Windsor Line services with a new consistent fleet of suburban trains and operational changes bringing extra capacity and faster journeys. Our new trains will be lighter and faster, and with an all 10-car weekday operation. The fleet will deliver 48% more capacity relative to December 2015.

Capacity is crucial for the South Western Franchise, which has some of the most crowded trains in the country and more growth forecast. We will increase capacity over the franchise on all routes. By the end of the franchise capacity arriving at Waterloo in the morning peak from the Windsor lines will have increased by 76%, 38% from the Main Suburban and 34% from the Main line.

The rights will enable FMSWT to meet the terms of the Train Service Specification (which forms part of the Franchise Agreement) and deliver the following specific benefits:

- faster journeys across the network; journeys to London will be:
  - 8 minutes faster from Southampton
  - 5 minutes faster from Portsmouth
  - 10 minutes faster from Reading
  - 12 minutes faster from Hounslow
  - 11 minutes faster from Salisbury
  
- earlier first and later last trains, including between London and:
  - Twickenham
  - Hounslow
  - Windsor
  - Reading
  - Epsom
  - Guildford
  - Portsmouth
  - Salisbury

**4.2 Adequacy:** please set out how you have satisfied yourself that there is enough network capacity for the services in the proposal. Please also set out whether there are any implications for overall network performance and the facility owner's maintenance and renewal activities. **C&Ps paras 4.12-4.45**

The rights sought for the December 2018 timetable are consistent with the timetable that was developed for the franchise bid. This timetable was reviewed by Network Rail on behalf of the DfT during evaluation and there were no issues identified with the level of capacity required. The timetable was consistent with the TSS issued by the DfT as part of the franchise competition which had also been subject to a Network Rail review.

The timetable remains consistent with the known Network Rail maintenance and renewal plans at the time of franchise submission. FMSWT will also have in place an Alliance Agreement with Network Rail that, as part of its approach, will continue to focus on enabling effective maintenance and renewal of the infrastructure.

There are no implications for operational performance, with our plans for the franchise delivering more reliability and improved performance. The measures that we are implementing in association with the new train fleet, on the suburban lines, are designed to improve performance whilst carrying more passengers (see below).

**4.3 Flexing rights:** please provide a general description of the extent of any limitations on the facility owner's flexing rights in the proposal. Please provide the rationale for the extent of any limitation on the flex provided, including any changes to pre-existing services, and the extent to which the provisions have been agreed with the facility owner. **C&Ps paras 2.27-2.33**

No limitation is being sought. However, within the terms of the Franchise Agreement (including the TSS) we are permitted to flex services by up to five minutes.

**4.4 Journey time protection:** please describe whether the proposed contract gives journey time protection to any services (by establishing maximum journey times, fastest key journey times or maximum key journey times), and explain the reasons for this, with reference to ORR's criteria. **C&Ps paras 8.90-8.103**

No journey time protection is sought.

**4.5 Specified equipment:** please give full details of any changes to specified equipment (rolling stock), including timescales, and how much of the vehicle and route acceptance procedure in the Network Code (Part F) has been completed. Please explain whether you have, or will have, the rolling stock necessary to exercise the rights being sought. **C&Ps paras 8.87-8.90**

The Specified Equipment will include all classes of rolling stock listed within the current TAC. In addition FMSWT is also seeking firm rights for Class 442s. This stock will be reintroduced to the franchise during 2018 and rights will therefore be sought in the existing TAC through a Supplemental Agreement. This stock is already listed in the rolling stock library and is route cleared on the routes sought for its operation, as confirmed by its inclusion in Network Rail's Sectional Appendix.

FMSWT would like it noted that it is procuring a new fleet of trains which will be introduced into the franchise progressively from 2019. This fleet is currently subject to industry approval processes and a separate Supplemental Agreement for their inclusion will be submitted in due course.

**4.6 Franchise obligations:** please explain whether the proposed services are necessary to fulfil obligations under a franchise or concession agreement. **C&Ps paras 4.3-4.4**

As detailed above, the rights being sought are required to meet the terms of the Franchise Agreement, including the Train Service Specification (see attached), performance targets, capacity requirements and other franchise obligations associated with customer satisfaction.

**4.7 Public funding:** please state whether (and if so to what extent) the proposed services are subject to financial support from central or local government (other than the Department for Transport or Transport Scotland), including Passenger Transport Executives. Please also provide a point of contact at that body. **C&Ps paras 3.52, 4.25, 4.35-4.39**

There is no public funding (other than in relation to the terms of the Franchise Agreement with the Department for Transport) associated with the proposed services.

**4.8 Passenger Focus and, where applicable, London TravelWatch:** please state whether (and if so to what extent) the proposed services have been discussed with these bodies. Please also provide copies of any relevant correspondence. **C&Ps para 4.39**

During the development of the franchise bid and associated timetable, FMSWT met with 120 organisations including Transport Focus (15<sup>th</sup> February 2016) and London TravelWatch (29<sup>th</sup> March 2016). Following the franchise award 100 further meetings with key stakeholders have been held.

FMSWT most recently met with Transport Focus on 11<sup>th</sup> July to discuss the benefits of the franchise, including the timetable for which these rights are being sought.

A full public consultation on the Train Service Specification (TSS) and associated timetable for December 2018 will commence shortly after the start of the new franchise (20<sup>th</sup> August 2017). This is consistent with the requirements of the Franchise Agreement.

**4.9 Route utilisation strategies (RUSs):** if applicable, please state which RUSs (including the Freight RUS) are considered relevant to this application and whether the proposed rights are consistent with that RUS. If the proposed rights are not consistent, please explain the reasons for this. **C&Ps paras 4.5-4.8**

The rights are aligned to the current Route Studies and Long Term Planning Process for the route. They are also consistent with the current CP5 Network Rail Enhancement Delivery Plan outputs and outcomes.

## 5. Incentives

**5.1 Train operator performance:** please describe any planned projects associated with the operation of the proposed services aimed at improving your performance. **C&Ps paras 4.26-4.36**

Replacement of the entire suburban fleet by December 2020 with a homogeneous fleet of new trains (90 units, 750 vehicles) designed to minimise dwell times (and variability in dwells) with wide doors and wide gangways and interior design appropriate for inner suburban services. With the current mixed suburban fleet (classes 450,455,456, 458 and 707) replaced by a single fleet of operationally identical trains, this will greatly reduce the variables to be dealt with during disruption, and improve the ability to recover from disruption.

We will also invest in systems and processes to improve the management of disruption. All new suburban trains will be fitted with automatic passenger counting systems and door & dwell time monitoring to provide data to analyse dwell times, and also real time information on vehicle loading will be provided to customers via an app. Investment in platform environment at key stations will improve boarding and alighting.

The 18 Class 442 units we are introducing in Dec 18 will be re-tractioned with the latest AC traction systems. They will operate in fixed 10-car formation to avoid performance risks from splitting and joining

Taken together, the investment in 90 new units (750 vehicles) and 18 (re-tractioned and refurbished) Class 442s (90 vehicles) will provide sufficient capacity to avoid risk of overcrowding to the end of the franchise.

**5.2 Facility owner performance:** please describe any planned projects associated with the operation of the proposed services aimed at improving the facility owner's own performance. **C&Ps paras 4.26-4.36, 5.1**

Installation of infrastructure monitoring equipment on 125 units by December 2020 to provide NR with real time information on status of the infrastructure

Continuation of joint working, through an Alliance agreement, on operational control to improve the coordination and effectiveness of disruption management

Continuation of joint working, through an Alliance agreement, to improve the coordination and effectiveness of planning and performance management.

**5.3 Monitoring of services:** would all proposed services be monitored for performance throughout their journeys, consistent with our policy in paragraph 5.50 of the criteria and procedures? If not, please state the reasons for this is in line with the permissible circumstances described in paragraph 5.51 of the criteria and procedures. **C&Ps paras 5.50-5.56**

Yes – existing industry systems will be used, supplemented with GPS driven reporting of train locations, and our investment in analytical tools and systems will positively exploit these large data sets.

**5.4 Performance regime changes (for applications under sections 17 or 22A only):** where applicable, please provide justification for any changes to Schedule 8 of the track access contract in the proposal. If necessary, please provide any relevant information in support of the changes proposed. **C&Ps para 5.38-5.40**

No changes are proposed. However, FMSWT is engaged with the ongoing Rail Delivery Group PR18 work on Schedule 8.

## 6. Enhancement

**6.1 Enhancement details:** where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework). **C&Ps paras 4.80**

The South Western Franchise and FMSWT's plans for the franchise, including the rights being sought under this application are linked to the delivery of committed infrastructure enhancements being delivered by Network Rail and detailed in the Enhancements Delivery Plan (EDP).

In summary, the key elements of the scheme are:

- Rebuilding the former Waterloo International Terminal and bringing platforms 20–24 back into use with modern facilities, new track and signalling, and a layout that meets the needs of thousands of passengers.
- Extending platforms 1–4 to allow longer 10-carriage trains – instead of the current eight-

carriage ones – to run to London suburban stations for the first time in the busiest periods. The platforms at Ascot, Bracknell, Camberley, Chertsey, Egham, Feltham, Martins Heron, Sunningdale, Virginia Water and Wokingham will also be extended to accommodate these longer trains.

- Creating a spacious, modern and accessible station concourse near platforms 20–24.

The relevant EDP references are as follows:

- WX001 – Waterloo
- WX002 – South London HV Grid (Wimbledon) upgrade
- WX003 – Reading, Ascot to London Waterloo train lengthening
- WX004 – Wessex Traction Power Supply Upgrade
- WX007 – DC Regeneration

In addition two further enhancement schemes listed within the EDP, which are complete, are also relevant:

- WX005 – Package 7, 10 Car South Western Railway (completed January 2015)
- WX006 – Wessex ASDO (completed October 2015)
- WX008 – Power Supply Enhancements (completed December 2014)

The Wessex Capacity Improvement Programme, summarised above which will boost peak time capacity into Waterloo Station includes schemes WX001, WX002, WX003 and WX004 which is committed to:

- Reopening the former Waterloo International Terminal to be used regularly by 10-car commuter services.
- Lengthening Platforms 1-4 to allow 10-car services to run on suburban routes for the first time ever during the peak commuter hours
- Undertaking works to provide improvements to key stations to support the additional passenger growth.

More detail on these schemes is included within Network Rail's EDP (June 2017 update), which can be found on the Network Rail website at the following link:

<https://16cbgt3sbwr8204sf92da3xxc5m-wpengine.netdna-ssl.com/wp-content/uploads/2017/06/Enhancements-Delivery-Plan-June-2017.pdf>

Related to the investment in rolling stock and the enhancements listed above, there are also a number of depot and stabling schemes underway or planned, which are as follows:

- Depot: New scheme at depot includes; 10 x 10-car roads, wash plant, CET, capability for minor repairs /servicing, staff accommodation and 2 x new crossovers. Due for completion in 2020
- Stabling
  - Fratton – additional stabling (3 x 12-car roads) – due by March 2019;
  - Basingstoke – additional stabling (1 x 24-car road) – due by March 2019;
  - Woking – additional stabling (6 x 12-car roads) – due by January 2018;
  - Farnham – additional stabling (1 x 12-car road) - complete;
  - Wimbledon – extending sidings 21-23 (already completed) and extending the shed – due by February 2018;

- Clapham Yard – extension of sidings 6 and 34 to 36 - complete; and
- Strawberry Hill – roads 3 and 4 electrified and extended to 10-car length - complete.

**6.2 Enhancement charges:** please confirm that the arrangements for the funding of any network enhancements are consistent with ORR's [Policy Framework for Investments](#), and summarise the level and duration of payments, and the assumed rate of return (see chapter 3 of the Conclusions document). **C&Ps paras 5.6, 5.12-5.14**

Not applicable

## 7. Other

**7.1 Associated applications to ORR:** please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). **C&Ps paras 3.18-3.19**

Not applicable

**7.2 Supporting information, side letters and collateral agreements:** please:

- state here any relevant information in support of the proposal, including a list and explanation of any other material being submitted (and supply copies with the application). **C&Ps para 4.33**
- confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it. **C&Ps paras 6.12-6.16, 6.21**

Attached to this application is a copy of the Train Service Specification (TSS) that forms part of the Franchise Agreement for the new South Western Franchise and that is consistent with the rights being sought. Copies of the December 2018 public timetables are also attached.

No other agreement or intended agreement between FMSWT exists in respect of the rights being sought.

**7.3 Confidentiality exclusions:** please list any parts of your application which you have excluded on the grounds of confidentiality, from the version of the proposed contract sent to consultees for any pre-application consultation process, and provide reasons. If there has been no pre-application consultation, you should state any parts of the application and proposed contract you want us to exclude from publication. **C&Ps paras 3.29-3.34**

All financial information contained within this application should be treated as confidential and should not be disclosed. This includes details of Appendix 1 of Schedule 8 of the proposed TAC.

Network Rail will be undertaking an industry consultation with respect to this application.

**Note: Where a pre-application consultation is to be undertaken in line with the Code of Practice, the remainder of this application should not be completed until after that consultation has been completed**

## 8. Pre-application consultation

**8.1 The consultation:** has a pre-application consultation been carried out in line with the Code of Practice? If yes, please:

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ONE KEMBLE STREET, LONDON, WC2B 4AN

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- state who conducted the consultation;
- list all train operators, franchising authorities and any other parties that were consulted, stating which parties responded and attach their responses and any associated documentation to this form; and
- state the period allowed for the consultation. If this was less than 28 days, please explain the reasons for this.

If a pre-application consultation has not been carried out, please explain the reasons and whether any informal discussions have been held with any third parties who might be affected by this application and the nature of any concerns which they raised. **C&Ps paras 3.62**

No pre-application consultation has taken place.

However, this application is consistent with the successful bid for the South Western franchise competition undertaken by the Department for Transport during 2016/17. This has led to a Franchise Agreement being signed between the Secretary of State for Transport and FMSWT for the franchise that commences on 20<sup>th</sup> August 2017 and runs until at least 2025. This franchise includes an obligation to implement a new timetable from December 2018 consistent with the TSS that is appended to this application.

As part of the franchising process the timetable developed by FMSWT was assessed by Network Rail during the evaluation of the bids. FMSWT also held discussions with Network Rail during the development of the bid, and also subsequent to the confirmation that FMSWT had won the competition. We are continuing to work collaboratively with Network Rail on the development of the timetable.

Discussions have also been held with Great Western Railway and Southern as regards the December 2018 timetable given the interactions between the three operators. We have also been in dialogue with Grand Southern following its application to the ORR for track access rights, which includes an exchange of proposed respective December 2018 timetables.

As detailed above meetings have also been held with Transport Focus and London TravelWatch. During the franchising bidding process meetings have taken place with over 100 stakeholders with follow up meetings taking place following the award of the franchise.

**8.2 Resolved issues:** please set out any issues raised by consultees which have been satisfactorily resolved. You may wish to refer to responses attached to this form. Please explain any changes as a result of the consultation.

Not applicable

**8.3 Unresolved issues:** please set out any issues raised by consultees which have ***not*** been satisfactorily resolved, including any correspondence with that consultee. You may wish to refer to responses attached to this form. Please explain why you think these issues should not stop ORR approving the application.

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Not applicable

## 9. Certification

*Warning: Under section 146 of the Railways Act 1993, any person who, in giving any information or making any application under or for the purposes of any provision of the Railways Act 1993, makes any statement which he knows to be false in a material particular, or recklessly makes any statement which is false in a material particular, is guilty of an offence and so liable to criminal prosecution **C&Ps para 3.40***

***In the case of agreed applications under section 18 or 22, Network Rail should fill in the required information in the box below. For disputed applications under section 17 or 22A, the applicant should fill in the required information.***

I certify that the information provided in this form is true and complete to the best of my knowledge

Signed J Hills

Date 25/07/2017

Name (in caps) JONATHAN HILLS

Job title Bid Train Planning Manager

For (company) First MTR South West Trains Ltd

## 10. Submission

**10.1 What to send:** please supply, in hard copy, the signed application form, one copy of the proposed contract or amendment, with copies of any documents incorporated by reference (other than established standard industry codes or other documents) and any other attachments, supporting documents or information. **C&Ps para 3.39**

Please also supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form, by e-mail or on disc, **in plain Microsoft Word format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting). **C&Ps para 3.37-3.38**

### 10.2 Where to send it:

OFFICE OF RAIL AND ROAD  
ONE KEMBLE STREET, LONDON, WC2B 4AN

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Manager, Track Access Team  
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