



APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A PASSENGER TRACK ACCESS CONTRACT, OR AN AMENDMENT TO AN EXISTING CONTRACT

ORR ensures that train operating companies have fair access to the rail network and that best use is made of capacity. If a train operator wants to access the national railway network, it will need a track access agreement with Network Rail which requires ORR's approval under the Railways Act 1993. When determining access to the network, we must have regard to our [statutory duties](#), most of which are set out in section 4 of the Act. We must exercise our functions (which include the approval of access contracts) in a way that we consider best achieves those duties.

Use this form to apply to the Office of Rail and Road (ORR) for a passenger track access contract, or an amendment to an existing contract by a supplemental agreement, under sections 17-22A or the Railways Act 1993.

It sets out ORR's standard information requirements for considering applications. Our [track access guidance](#) (and our [making an application](#) guidance in particular) explains the process, timescales and the issues we will consider. Please read the guidance before completing the contract and this form.

If the facility owner and beneficiary have agreed terms, the facility owner should fill in the form. If not, the beneficiary should fill in the form.

A pre-application industry consultation is usually required before submitting an application. Please see the industry [code of practice for track access application consultations](#) for more information.

This form should be completed up to section 10 and sent to consultees along with a copy of the proposed contract or supplemental agreement. Sections 10 and 11 should be filled in after the consultation and before applying to ORR.

We are happy to talk to you informally before you apply. Please contact us [here](#). You can download a copy of this form, and of our model track access contract, from our [website](#). Please ensure that you are using the latest version of this form as published on our website. We may ask for applications which have not used the latest version to be resubmitted.

You may also use and adapt this form if necessary to apply to use railway facilities other than those of Network Rail. Do not use this form for HS1, for which a separate form is available on our [website](#).

1. Application Summary

1.1 Beneficiary company name:

ScotRail Trains Limited

1.2 Facility owner details:

Network Rail:	<input checked="" type="checkbox"/>				
Region:	Southern <input type="checkbox"/>	Eastern <input type="checkbox"/>	North West & Central <input type="checkbox"/>	Wales & Western <input type="checkbox"/>	Scotland's Railway <input checked="" type="checkbox"/>
Other Facility Owner:	<input type="checkbox"/>	Please state:			

1.3 Application under the Railways Act 1993 section:

17 <input type="checkbox"/>	18 <input type="checkbox"/>	22 <input type="checkbox"/>	22A <input checked="" type="checkbox"/>
Supplemental Number:			50 th
Current contract date:			03 March 2016
Current contract expiry date:			31 March 2027

1.4 Applicant status:

Public Service Operator <input checked="" type="checkbox"/>	Public service contract start date:	01 April 2022
	Public service contract end date:	31 March 2027
	Name of funder (e.g. DfT, Local Authority):	Transport Scotland
	Does the funder support this application?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Open Access <input type="checkbox"/>		
Charter Operator <input type="checkbox"/>		

1.5 Executive summary of the proposed contract or amendment:

In response to the ORR letter to industry dated 24th April 2024, please see below table outlining the rights required with respect to the May '25 timetable which cover the geography outlined in the above letter referred to;

- ECML London Kings Cross to Edinburgh and Leeds

Dunblane to Edinburgh Waverley and return:

These additional services will support the provision of a half hourly service from 1900 until the close of service Mon – Sat between Edinburgh and Dunblane. This is driven by passenger demand data held by ScotRail and they will generate additional revenue, market share and modal shift over this geography, especially targeting the affluent evening leisure market in rural Stirlingshire.

A recent change to network capacity at Dunblane through the commissioning of the Dunblane Turnback facility in September '23 promotes better use of capacity on this line of route.

Dunbar to Edinburgh Waverley:

One additional firm right in the AM peak provides direct connectivity between Dunbar and Musselburgh without going into Edinburgh first to change trains. This serves demand for the commuter market and Queen Margaret University directly from the east. ScotRail is the only Operator who will provide this direct link.

In addition, Scotrail require the rights (currently held contingent rights as Additional Stations) in table 4.1 to stop at Wallyford and East Linton to now be included in the Regular Calling Pattern as below.

Service 584: North Berwick – Edinburgh – Glasgow						
Between	And	Via	Description	TSC	Regular Calling Pattern	Additional Stations
Edinburgh Waverley	Dunbar	Musselburgh	2.20, 2.23, 2.24	23584003	Musselburgh, Wallyford, East Linton	Wallyford, East Linton

May 2025 TT

From	To	Via	Existing Rights				May 2025 Timetable		
			Total weekday	Saturday	Sunday	Type	Weekday Count	Sat Count	Sun Count
Dunblane	Edinburgh Waverley	Falkirk Grahamston	34	34	12	Firm	37	37	12
Edinburgh Waverley	Dunblane	Falkirk Grahamston	34	34	13	Firm	38	38	13
Dunbar	Edinburgh Waverley	Musselburgh	5	4	0	Firm	6	4	0

Specific criteria as set out in the letter from System Operator dated 8th May '24:

- *The dates on which the Train Slots are intended to be used:*
 - From May '25 SCD start date on the days specified in the above table.
- *Start and end points of the train movement:*
 - Please see table above.
- *The intermediate calling points are as follows:*
 - **Edinburgh Waverley to Dunblane via Falkirk Grahamston** with Firm Rights to call at Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Camelon, Larbert, Stirling, Bridge of Allan.
 - **Dunblane to Edinburgh Waverley via Falkirk Grahamston** with Firm Rights to call at Haymarket, Edinburgh Park, Linlithgow, Polmont, Falkirk Grahamston, Camelon, Larbert, Stirling, Bridge of Allan.
 - **Dunbar to Edinburgh Waverley via Musselburgh** with Firm Rights to call at Musselburgh and additionally (currently contingent) at Wallyford and East Linton.
- *The times of arrival and departure from, and routing between, any point specified above:*
 - This detail will be within the D-40 PDNS and associated Access Proposal, compliant to Train Planning Rules.
- *The railway vehicles or Timing Load to be used:*
 - Class 385 and/or Class 385 electric multiple units
- *Any required train connections with other railway passenger services:*
 - None known.
- *Any required Ancillary Movements:*
 - **Dunbar:** Empty stock moves will be to/from Millerhill as per the one that currently runs to form the first service from Dunbar. These will be bid as part of the May '25 PDNS and Access Proposal.
 - **Dunblane;** no additional Ancillary moves will be required to provide these services.
- *Any required platform arrangements at the start, end and all intermediate calling points:*
 - ScotRail provide all such detail required as part of their PDNS and Access Proposal and previously prepared the Docker (Platform simplifier) for all Operators at Edinburgh Waverley but haven't for this bid due to the uncertainty over other operators' aspirations, we have bid with platforming that works based on what we know at this time.
- *The proposed maximum train speed and length:*
 - As per the rolling stock capabilities and characteristics of Class 385 electric units.
- *The proposed previous and next working of the railway passenger vehicles of the proposed trains slot provided that the vehicles are not left on the network:*
 - These will be specified in the Unit Diagrams as per the Access Proposal bid to System Operator at D-40. These are not known at this time. The ECS will come from Edinburgh.

A similar path was included in the ESG work for Dec 24

Proposed commencement date:	18 th May 2025
End date:	Expiry of contract
Date approval or directions wanted by:	18 th May 2025

1.6 Industry consultation:

Who carried out the consultation?	Network Rail		
Consultation start date:	21 st May 2024	Consultation end date:	25 th June 2024
Not carried out	<input checked="" type="checkbox"/>		

1.7 Applicant details

Facility Owner Company: Network Rail Infrastructure Limited Contact name: Suzanne Murray Job title: Customer Manager Address: 151 St Vincent Street, Glasgow, G2 5NW Phone: [REDACTED] E-mail: [REDACTED]	Beneficiary Company: ScotRail Trains Limited Contact name: John Kerr Job title: Regulated Contracts Manager Address: Atrium Court, 50 Waterloo St, Glasgow, G2 6HQ Phone: [REDACTED] E-mail: [REDACTED]
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1.7 Date of application to ORR: 20th May 2024

1.8 Checklist of documents attached to the application form:

- Proposed new contract (S17 or S18) or supplemental agreement (S22 or S22A)
- Marked up Schedule 5 (where applicable)
- Marked up comparison to model contract (where applicable)
- All consultation correspondence
- Supporting documentation required for competing services (see section 6.2)
- Other supporting documents, side letters or collateral agreements (please list):

2. Licence and railway safety certificate

2.1 Please state whether:

- you intend to operate the services yourself; or
- have them operated on your behalf.
 - if so, please name the proposed operating company:

2.2 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.

Not applicable to this application.

3. The proposed contract or amendment

3.1 Application overview: Please detail 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).

+3 firm rights Dunblane to Edinburgh Waverley via Falkirk Grahamston Mon – Sat
 +4 firm rights Edinburgh Waverley to Dunblane via Falkirk Grahamston Mon - Sat
 +1 firm right Dunbar to Edinburgh Waverley via Musselburgh Mon - Fri

May 2025 TT

From	To	Via	Existing Rights				May 2025 Timetable		
			Total weekday	Saturday	Sunday	Type	Weekday Count	Sat Count	Sun Count
Dunblane	Edinburgh Waverley	Falkirk Grahamston	34	34	12	Firm	37	37	12
Edinburgh Waverley	Dunblane	Falkirk Grahamston	34	34	13	Firm	38	38	13
Dunbar	Edinburgh Waverley	Musselburgh	5	4	0	Firm	6	4	0

Dunblane Turnback facility delivered in September '23 in conjunction with the Barnhill linespeed improvements project, seeks to improve capacity, capability, performance and linespeeds in the Dunblane-Perth corridor. The outputs of these projects are key enablers for delivering the journey time improvements which will be proposed for the enhanced Aberdeen-Central Belt timetable in 2026. The proposed changes will also enable greater passenger and freight options on the route in the future.

As detailed in 1.5, Currently ScotRail run an hourly service between 1900hrs and close of service between Edinburgh and Dunblane. These additional services will support the provision of a half hourly service until the close of service Mon – Sat. This is driven by passenger demand data held by ScotRail and they will generate additional revenue, market share and modal shift over this geography especially targeting the affluent evening leisure market.

The Dunbar – Edinburgh right serves demand for the commuter market and Queen Margaret University (Musselburgh Station) directly from the east. Currently train passengers must go to Edinburgh, change trains and then go back out. Scotrail will be the only train operator that will offer this direct service. This train will also call at the new station East Linton further exploiting the considerable investment made by Transport Scotland in the construction of this station and serving the community there.

3.2 Safety risks: Please 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).

The first opportunity for Scotland Route subject matter experts and risk owners would normally have to assess these changes would be during the Timetable Risk Assessment Process (TCRAG) diarised for 1st Aug 2024. However, these details as specified above have been shared with the following risk owning functions for comment;

- Maintenance
- Operational Risk
- Operations
- Route Performance
- Access Planning

3.3 Contract duration: For new agreements or extensions to existing agreements, please provide justification for the proposed duration and, if more than 5 years, with reference to the [Railways \(Access, Management and Licensing\) Regulations 2016](#).

This is not a contract extension or a new agreement of more than 5 years in duration.

3.4 Terms not agreed with the facility owner (for applications under sections 17 or 22A only):

Please explain any areas of the application which have ***not*** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions.

At the time of writing, this application has not been supported by Network Rail. However, we have no reason to believe that an agreement to support these rights is not possible. However, ORR have directed this application by 20th May and NR's consultation on these rights has not yet begun but will commence on submission to ORR.

3.5 Bespoke provisions (departures from ORR's model access contracts)

Does the proposed contract include any departures from ORR's model access contract:

Yes

No

If yes, please set out and explain any:

- areas where the drafting of the application changes ORR's published template access contracts (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made.

Not applicable to this application.

- 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 access contracts, including the financial implications (e.g. establishment of an access charge supplement or rebate).

Not applicable to this application.

- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete.

Not applicable to this application.

3.6 Consolidated contract

For amendments to existing contracts, is the version of the consolidated contract on our [website](#) fully up to date? If not, please explain why not.

Yes, up to and including 46th Supplemental Agreement.

4. The impacts of the proposal

4.1 Benefits: please set out what specific benefits the proposal will achieve. Please describe the benefits to passengers and any impact on other operators, including freight operators.

As detailed in 3.1, The Dunbar to Edinburgh right serves demand for the commuter market and Queen Margaret University (Mussleburgh Station) directly from the east. Young people in Scotland get free bus travel until they are 23 years old. By providing a direct service to the university we are showcasing the railway to those who will in their early 20s, no longer have this facility and will be faced with a choice of how to commute in their working lives.

In providing a reliable, practical and useable service to this demographic, they will be more likely to choose to travel by rail than by car once their free bus travel has expired. This will be further bolstered by protecting the stops at East Linton and Wallyford to ensure ScotRail has the ability to serve these communities.

Journey time by rail is also considerably shorter than by road.

The Edinburgh to Dunblane Train Slot will make use of the new Turnback facility delivered in September '23 which will deliver benefits as follows:

In conjunction with the Barnhill linespeed improvements project, seeks to improve capacity, capability, performance and linespeeds in the Dunblane-Perth corridor. The outputs of these projects are key enablers for delivering the journey time improvements which will be proposed for the enhanced Aberdeen-Central Belt timetable in 2026. The proposed changes will also enable greater passenger and freight options on the route in the future. It also improves diversionary capability and resilience along the route. The Dunblane Turnback project has been developed as part of the line-of-route approach to enhancing the Aberdeen-Central Belt corridor. The outputs and benefits are incremental and complimentary with the Barnhill Project, the 2026 timetable enhancement and future decarbonisation of the line. Removing the time constraint with the installation of the turnback at Dunblane is another step towards delivering the improved journey times and service frequencies of the planned 2026 timetable enhancement.

4.2 Capacity: How have you satisfied yourself that there is enough network capacity for the services in the proposal? Please include details on all relevant capacity considerations, including but not limited to track, platform availability, and power supply traction.

Edinburgh Waverley to Dunblane and return:

The Dunblane Turnback project, in conjunction with the Barnhill linespeed improvements project, seeks to improve capacity, capability, performance and linespeeds in the Dunblane-Perth corridor. The outputs of these projects are key enablers for delivering the journey time improvements which will be proposed for the enhanced Aberdeen-Central Belt timetable in 2026. The proposed changes will also enable greater passenger and freight options on the route in the future.

The old turnback facilities at Dunblane constrained the timetable and reduced network resilience; trains took circa 13 minutes to cross over from the Down Line to the Up driving high capacity utilisation and a barrier to future timetable developments. Installing the new crossover to the south of the station eliminated this constraint, removing the time taken to turnback and reducing capacity utilisation on the Down Line from 85% to 53%. This means trains now require a 5½ minute gap in services on the Down line in order to cross, rather than 13 minutes, reducing the capacity utilisation.

It also improves diversionary capability and resilience along the route. The Dunblane life extension works have also been delivered which involved renewals works including motorising switches and converting absolute block signalling to track circuit block signalling.

The project was developed as part of the line-of-route approach to enhancing the Aberdeen-Central Belt corridor. The outputs and benefits are incremental and complimentary with the Barnhill Project, the 2026 timetable enhancement and future decarbonisation of the line. Removing the time constraint with the installation of the turnback at Dunblane is another step towards delivering the improved journey times and service frequencies of the planned 2026 timetable enhancement. The 2026 timetable enhancement also enables an hourly freight service, providing capacity for future freight opportunities and encouraging modal shift and decarbonisation. In addition, the reduced capacity utilisation and amended sectional running times decrease performance risk, providing an immediately improved service offering.

Also to note, the services associated with these Train Slots will be running after 19:00hrs when capacity on this part of the network is not normally constrained.

Dunbar to Edinburgh Waverley:

This is for one additional morning peak service serves demand for the commuter market and Queen Margaret University directly from the east. No other Operator will provide a direct service.

For both of the Dunblane and Dunbar services associated with these Train Slots, the D-40 PDNS and Access Proposal (Bid) will be fully TPR compliant and any Docking (platforming) requirements will be specified.

4.3 Performance: What is the impact on network performance? Please outline your assurance process that shows that any performance risk is tolerable in comparison to the benefits of the application. Please explain any risk mitigations. Please attach any associated evidence to support your case.

Edinburgh Waverley to Dunblane and return:

General performance trends show improvement following the evening peak and as the Dunblane services are to be post 1900hrs when the network is less busy, it would follow that performance of these trains would bolster the overall performance of the Service Group.

The old turnback facilities at Dunblane constrained the timetable and reduced network resilience; trains took circa 13 minutes to cross over from the Down Line to the Up driving high capacity utilisation and a barrier to future timetable developments. Installing the new crossover to the south of the station eliminated this constraint, removing the time taken to turnback and reducing capacity utilisation on the Down Line from 85% to 53%. This means trains now require a 5½ minute gap in services on the Down line in order to cross, rather than 13 minutes, reducing the capacity utilisation.

Dunbar to Edinburgh Waverley:

The train service associate with this Train Slot is intended to be a morning peak commuter service into Edinburgh Waverley and one for students from the communities on this line of route to directly access Queen Margaret University (Mussleburgh Station).

As per section 3.2, the details of all these Train Slots have been shared with NR in Scotland's Route Performance team for comment.

Train paths will be able to be flexed to accommodate the wider timetable.

ScotRail have a strong history of collaborating with both Passenger and Freight Operators should any conflicts or capacity constraints arise during timetable development.

4.4 Maintenance and renewals: Are there any implications for the facility owner's maintenance and renewal activities?

As per section 3.2, the details of these services have been shared with NR in Scotland's Maintenance and Engineering Access Planning teams for comment.

It is not anticipated that any Section 4 easements will be required when the associated services and ancillary moves are bid.

5. The expression of access rights

5.1 Changes to rights: please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please attach a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application.

+3 firm rights Dunblane to Edinburgh Waverley via Falkirk Grahamston Mon – Sat
 +4 firm rights Edinburgh Waverley to Dunblane via Falkirk Grahamston Mon - Sat
 +1 firm right Dunbar to Edinburgh Waverley via Musselburgh Mon – Fri

See below showing the additional services highlighted in yellow with xx times as unsure of exact times at this time.

Current		Current	
Dep	Journey	Dep	Journey
18.06	Edinburgh to Dunblane	19.53	Dunblane to Edinburgh
18.38	Edinburgh to Dunblane	20.29	Dunblane to Edinburgh
19.04	Edinburgh to Dunblane	21.35	Dunblane to Edinburgh
20.03	Edinburgh to Dunblane	22.28	Dunblane to Edinburgh
21.03	Edinburgh to Dunblane	23.17	Dunblane to Edinburgh
22.03	Edinburgh to Dunblane		
23.03	Edinburgh to Dunblane		
23.35	Edinburgh to Dunblane		
Proposed +4		Proposed +3	
Dep	Journey	Dep	Journey
18.06	Edinburgh to Dunblane	19.53	Dunblane to Edinburgh
18.38	Edinburgh to Dunblane	20.29	Dunblane to Edinburgh
19.04	Edinburgh to Dunblane	21:0x	Dunblane to Edinburgh
19:3x	Edinburgh to Dunblane	21.35	Dunblane to Edinburgh
20.03	Edinburgh to Dunblane	22:0x	Dunblane to Edinburgh
20:3x	Edinburgh to Dunblane	22.28	Dunblane to Edinburgh
21.03	Edinburgh to Dunblane	22:5x	Dunblane to Edinburgh
21:3x	Edinburgh to Dunblane	23.17	Dunblane to Edinburgh
22.03	Edinburgh to Dunblane		
22:3x	Edinburgh to Dunblane		
23.03	Edinburgh to Dunblane		
23.35	Edinburgh to Dunblane		

5.2 Flexing rights: Please explain any limitations on the facility owner's flexing rights in the proposal and the rationale for such limitations.

None, no limitations apply.

5.3 Specified equipment: Please explain any changes to specified equipment (rolling stock). Has 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.

No changes to rolling stock are required to facilitate the services which will be supported by these rights. ScotRail have a high level of confidence that these services can be fully resourced in terms of available rolling stock (and train crew.) The rolling stock used will be Class 385 with some 380s.

5.4 Contractual obligations: Are the proposed services necessary to fulfil obligations under a public service contract? For publicly contracted operators seeking additional access rights, we will expect to see evidence of funder support for the specific rights and of operators' intent and ability to operate the new services.

Scotrail Trains Limited operate under a Grant Agreement from the Scottish Government through Scottish Rail Holdings and ultimately Transport Scotland and it is expected that these services will be added to the Service Level Commitment within the Grant Agreement.

5.5 Public funding: Other than the DfT, Welsh Government or Transport Scotland, are the proposed services subject to financial support from central or local government including PTEs. If so, please give details.

ScotRail are fully funded by Transport Scotland through Scottish Rail Holdings.

5.6 Long Term Planning Process: Is the Long Term Planning Process (or similar devolved authority or regional service delivery project) relevant to this application? If so, please explain how the proposed rights are consistent or inconsistent with this.

It is not subject to the Long Term Planning Process or similar.

6. Competing passenger services:

We would expect to apply the 'not primarily abstractive' test to:

- (i) a new open access service which would compete with franchised services and so impact on the public sector funder's budget;
- (ii) a new franchised service which would compete with an existing franchised service, where we would expect to focus the test on areas where the competing franchised services are operated on behalf of different funders or where for some other reason there are particular concerns over the impact on a funder's budget; and
- (iii) a new service, which might be open access or franchised, which would compete with an existing open access service and which, if it caused the existing open access operator to withdraw from the market, could reduce overall competition on the network.

6.1 Please state if your application is for a competing passenger service, and if so please describe the nature of the competition:

This is not an application for competing passenger services.

- (i) This is not a new open access service.
- (ii) These are new passenger train slots under an existing track access contract supported by a grant agreement by Transport Scotland. The majority operator on the geography is ScotRail however we note that the other operators are using this geography.
 - LNER – call at Dunbar & Haymarket, Falkirk Grahamston, Stirling & Dunblane.
 - XC call at Dunbar & Haymarket.
 - TPT call at Dunbar & Haymarket.
 - Avanti call at Haymarket.
 - Caledonian Sleeper call at Dunblane & Stirling.

These ScotRail services to Dunblane are not competing as they serve evening passengers. ScotRail have a good track record in working with other operators to allow a timetable which meets the needs of the passengers and the wider TOC community and will continue to do so if required to facilitate the additional slot to and from Dunbar.

On these bases we do not believe that there is a risk to another funder's budget in this application and so is not a competing application.

- (iii) This application should not cause an existing open access operator to withdraw from the market.

6.2 For competing services, please also confirm that you have attached as part of your submission to ORR the following:

- Business plan, including details of:
 - forecasts of passenger traffic and revenues, including forecast methodology;
 - pricing strategies;
 - ticketing arrangements;
 - rolling stock specifications (e.g. load factor, number of seats, wagon configuration);
 - marketing strategy;
 - estimated elasticities of the services (e.g. price elasticity, elasticity with respect to quality characteristics of the services).
- Demand forecasting (including associated spreadsheet models) demonstrating modelled generation : abstraction ratio.
- Indicative timetables, including associated .spg files

7. Incentives

7.1 Train operator performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving operator performance.

Scotrail will be continuing with their BAU performance monitoring and improvement programmes. This includes daily performance calls between Network Rail and Scotrail hosted from the Scotland Integrated Control covering live incidents, possessions, weather and special events, traincrew availability and stations.

7.2 Facility owner performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving the facility owner's performance.

Similar to the above, Network Rail will continue to work closely with Scotrail to improve the performance of any services or Service Groups contributing to a dip in performance.

7.3 Monitoring of services: Will all proposed services be monitored for performance throughout their journey? If not, please explain.

Yes, as outlined above in 7.1 and as per Network Code Part B.

As per previous years, a ScotRail Train Performance measure will be included in the Regional Scorecard refreshed for this year of the Control period.

7.4 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.

No changes to Schedule 8 are required as part of this application.

8. Enhancement

8.1 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).

Edinburgh Waverley to Dunblane and return:

The Dunblane Turnback facility has been delivered.

The Dunblane Turnback project, in conjunction with the Barnhill linespeed improvements project, seeks to improve capacity, capability, performance and linespeeds in the Dunblane-Perth corridor. The outputs of these projects are key enablers for delivering the journey time improvements which will be proposed for the enhanced Aberdeen-Central Belt timetable in 2026. The proposed changes will also enable greater passenger and freight options on the route in the future.

The old turnback facilities at Dunblane constrained the timetable and reduced network resilience; trains took circa 13 minutes to cross over from the Down Line to the Up driving high capacity utilisation and a barrier to future timetable developments. Installing the new crossover to the south of the station eliminated this constraint, removing the time taken to turnback and reducing capacity utilisation on the Down Line from 85% to 53%. This means trains now require a 5½ minute gap in services on the Down line in order to cross, rather than 13 minutes, reducing the capacity utilisation.

It also improves diversionary capability and resilience along the route. The Dunblane life extension works have also been delivered which involved renewals works including motorising switches and converting absolute block signalling to track circuit block signalling.

The project was developed as part of the line-of-route approach to enhancing the Aberdeen-Central Belt corridor. The outputs and benefits are incremental and complimentary with the Barnhill Project, the 2026 timetable enhancement and future decarbonisation of the line. Removing the time constraint with the installation of the turnback at Dunblane is another step towards delivering the improved journey times and service frequencies of the planned 2026 timetable enhancement. The 2026 timetable enhancement also enables an hourly freight service, providing capacity for future freight opportunities and encouraging modal shift and decarbonisation. In addition, the reduced capacity utilisation and amended sectional running times decrease performance risk, providing an immediately improved service offering.

Dunbar to Edinburgh Waverley:

No enhancements are planned or required.

8.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with the [investment framework](#), and summarise the level and duration of payments, and the assumed rate of return.

Not applicable to this application.

9. Other

9.1 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). Where the application is being made in parallel with any other application from the same operator, please ensure the applications are consistent with one another. Where the application relies on another operator relinquishing access rights, please provide evidence that this process has been completed.

An application will be made to NR at or around D40 to fully support the May '25 timetable change. This application will cover changes required on a Route-wide basis but will not cover the geography outlined in the ORR letter to industry dated 24th April 2024,

- ECML London Kings Cross to Edinburgh and Leeds

Dependent on funder strategies, there exists the possibility of this including the temporary or permanent surrender of unused access rights where there is no long-term aspiration for these to be

used and where it has been identified that surrendering these would not have a detrimental effect on the traveling public or public purse in Scotland.

9.2 Side letters and collateral agreements: please 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.

There are no side letters or collateral agreements associated with this application.

9.3 Confidential redactions: please list any information that you have redacted from any documentation sent to consultees. If there has been no pre-application consultation, please list any information you want us to exclude from publication. Please provide full reasons for any redactions.

Nothing has will be redacted from the consultation.

10. Pre-application consultation

10.1 The consultation:

If consultation has not been carried out, explain why not. If it has, please list the consultees.

Industry Consultation has not started as this was not anticipated to be an unsupported application under 22A. However, these Train Slots have been internally shared with Network Rail Route subject matter experts as specified in 3.2.

Industry Consultation will commence on submission to ORR

Who conducted the consultation?

Network Rail will conduct the Industry Consultation.

List all consultees who responded and include their responses and any associated documentation or correspondence between the parties.

Not applicable at this time.

10.2 Resolved issues: please explain any issues raised by consultees which have been resolved.

Not applicable at this time.

10.3 Unresolved issues: Please explain any issues raised by consultees which have **not** been satisfactorily resolved and why you think these issues should not stop ORR approving the application.

Not applicable at this time.

10.4 Subsequent Changes: Have any changes been made to the proposal following consultation?

Not applicable at this time.

11. 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.

For agreed applications under section 18 or 22, Network Rail should complete the information below. For disputed applications under section 17 or 22A, the beneficiary should complete it.

I certify that the information provided in this form is true and complete to the best of my knowledge	
Signed	Date
Name (in caps)	Job title
For (company)	

12. Submission

12.1 What to send: please supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form by e-mail, **in plain Microsoft Word or Open Document Text format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting).

12.2 Where to send it:

Email: track.access@orr.gov.uk