



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:

Transport for Wales Ltd

1.2 Facility owner details:

Network Rail:	<input type="checkbox"/>				
Region:	Southern <input type="checkbox"/>	Eastern <input type="checkbox"/>	North West & Central <input checked="" type="checkbox"/>	Wales & Western <input checked="" type="checkbox"/>	Scotland's Railway <input 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:			31 st
Current contract date:			6 th August 2020
Current contract expiry date:			1 st August 2025

1.4 Applicant status:

Public Service Operator <input checked="" type="checkbox"/>	Public service contract start date:	18 th October 2018
	Public service contract end date:	October 2031
	Name of funder (e.g., DfT, Local Authority):	Welsh Government
	Does the funder support this application?	Yes <input checked="" 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:

This application seeks approval for changes to Firm Rights under the Transport for Wales Rail (TfW Rail) Track Access Contract to apply from SCD 2025 (18th May 2025).

The changes are required to give effect to TfW Rail's requirements for the May 2025 timetable.

TfW Rail has submitted this application directly to ORR in accordance with ORR's letter to industry of 24th April 2024. ORR requires operators to submit applications for all relevant changes to access rights (which is those access rights requiring capacity in certain locations) to apply from the December 2024, May 2025 and December 2025 Timetable Change Dates.

This application meets these criteria as it includes changes to access rights in locations specified by ORR.

TfW Rail has submitted three applications directly to ORR:

1. December 2024 (28th Supplemental Agreement)
2. May 2025 – HL05 only (32nd Supplemental Agreement)
3. May 2025 (31st Supplemental Agreement – this application)

TfW Rail does not require to submit an application for December 2025 as no relevant changes are envisaged at the moment.

The expiry date of the existing TAC is 1st August 2025 which is during the currency of the May 2025 timetable. TfW Rail expects to enter into a supplemental agreement with Network Rail to amend the expiry date of the TAC (to a date in 2030) following ORR's approval of the applications listed above.

Proposed commencement date:	SCD May 2025 (18 th May 2025)
End date:	Expiry of the Track Access Contract (currently 1 st August 2025)
Date approval or directions wanted by:	As soon as possible

1.6 Industry consultation:

Who carried out the consultation?	No consultation has been carried out.		
Consultation start date:	N/A	Consultation end date:	N/A
Not carried out <input checked="" type="checkbox"/>			

1.7 Applicant details

<u>Facility Owner</u>	<u>Beneficiary</u>
Company: Network Rail Infrastructure Ltd	Company: Transport for Wales Rail Ltd
Contact individual: Ewelina Brandao	Contact individual: Chris Dellard
Job title: Customer Manager	Job title: Head of Access Planning
Address: 2nd Floor, St Patrick's House	Address: 1st Floor, St Patrick's House
17 Penarth Road	17 Penarth Road
Cardiff	Cardiff
CF10 5ZA	CF10 5ZA
Telephone number: [Redacted]	Telephone number: [Redacted]
E-mail address: [Redacted]	E-mail address: [Redacted]

1.7 Date of application to ORR:

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):

Additional appendices

1x Excel document comparing requested access rights for May 2025 with those expected to be held as of December 2024. As well as indicating the net changes to quantum, it highlights which access rights are in the locations listed in ORR's letter of 24 April.

2. Licence and railway safety certificate**2.1 Please state whether:**

1. you intend to operate the services yourself; or
2. 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.

N/A

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).

Changes are required to the expression of, and the quantum of, track access rights in Table 2.1 of Schedule 5 (in Service Groups HL02, HL03, HL04, HL05, HL06, HL07 and HL08). Consequential changes are also required to Calling Patterns in Table 4.1.

This application builds on the access rights submitted to ORR in TfW Rail's application for December 2024 (28th supplemental agreement). From May 2025 the December 2024 baseline will be augmented with a small number of year-round changes to Weekday, Saturday and Sunday (relevant to both the summer and winter versions of access rights where applicable) and several Sunday changes that are applicable to summer only.

The proposed changes are described below.

Wales and Cross-Border (WCB)

These access rights are in Service Groups HL02, HL04, HL06, HL07 and HL08.

Weekdays and Saturday changes

Route	Access right change	Timetable change
Cardiff Central > Abergavenny	+2 CDF-AGV weekdays only +1 CDF-AGV Saturday only	New services departing Cardiff Central at 12:23 and 23:23 SX
Abergavenny > Cardiff Central	+1 AGV-CDF weekdays only	New service departing Abergavenny at 13:05
Manchester Airport > Chester	-1 MIA-CTR +1 MIA-LLJ	22:25 Manchester Airport-Chester extended to Llandudno Jn (no change Manchester Airport-Chester)
Cardiff Central > Maesteg	+1 CDF-MST	Later last train departing Cardiff Central at 23:30
Shrewsbury > Machynlleth	-1 MCN-AYW +1 SHR-AYW	New 16:30 Shrewsbury-Aberystwyth (runs in existing path from Machynlleth)

Sunday changes

Route	Access right change	Timetable change
Bidston > Wrexham Central	+1 BID-WXC	New 0827 Bidston-Wrexham Central
Machynlleth <> Pwllheli	+1 MCN-PWL (summer only) +1 PWL-MCN (summer only)	An additional train each way
Cardiff Central > Ebbw Vale Town (direct)	-2 CDF-EBB (direct)	1 departure remains at 07:50
Cardiff Central > Ebbw Vale Town (via Newport)	+7 CDF-EBB (via Newport)	12 departures from Cardiff Central in total, at 09:02 and at xx:02 until 18:02 then 20:02 and 22:02
Ebbw Vale Town > Cardiff Central (via Newport)	+5 EBB-CDF (via Newport)	11 departures from Ebbw Vale Town in total, at 10:20 and at xx:02 until 19:20 then 21:20 (arr CDF xy:30) Note existing Ebbw Vale Town-Cardiff Central (direct) departures at 08:50 and 23:20 remain as current.
Cardiff Central > Maesteg	+3 CDF-MST	Departures from Cardiff Central 08:15, 10:15 and at xx:15 until 17:15 then 19:15 and 21:15
Maesteg > Cardiff Central	+3 MST-CDF	Departures from Maesteg at 09:08, 11:08 and at xx:08 until 18:08 then 20:08 and 22:08
Cardiff Central > Cheltenham Spa	+5 CDF-CNM	From Cardiff Central at 08:10 and at xx:10 until 18:10. Note existing Cardiff Central-Gloucester departures at 20:10 and 22:40 remain as current.
Cheltenham Spa > Cardiff Central	+5 CNM-CDF	From Cheltenham at 09:40 and at xx:40 until 19:40. Note existing Gloucester-Cardiff Central departures at 08:50 and 22:50 remain as current.
Swansea > Shrewsbury	+1 SWA-SHR (summer only)	Departures from Swansea at 0800, 1141 and 1536. New 0800 train is summer only.
Shrewsbury > Swansea	+1 SHR-SWA (summer only)	0850, 1204 and 1620. New 0850 train is summer only.

Sunday Marches and West Wales changes are shown in timetable format:

Marches Northbound 1/2

Origin	197 (5) CRE ATC	MkIV CRE ATC	197 (5) AbbFgt	197 (2) Canton	197 (3) Canton	MkIV Canton	197 (3) Canton	197 (5) 0900 MFH	MkIV Canton	197 (3) Canton	197 (5) 1100 MFH
Swansea					0845	0955	1123	1055	1155		1255
Cardiff				0838	0938	1053	1123	1153	1253	1323	1353
Newport				0900	0955	1107	1137	1207	1307	1337	1407
Stops			All	All	Not PPL	All	Not PPL	Not PPL	All	Not PPL	Not PPL
Hereford				0955	1101	1159	1228	1255	1359	1428	1455
Stops			All	All	LEO, LUD	Not LEO	All	LEO, LUD	Not LEO	All	All
Shrewsbury			0935	1055	1150	1255	1327	1450	1455	1527	1550
Stops SHR>CRE			All	\	WTC, NAN	\	WTC, NAN	\	\	\	WTC, NAN
Crewe	0830	0930	1030	1130	1230	1330	\	1430	1530	\	1630
Manchester	0910	1010	1110	1210	1310	1410	\	1510	1610	\	1710
Chester						\	1420			\	1620
Destination/Forms	0930	1030	1130	1330	1330	1430	1430	1530	1630	HHD Forms 1630	1730

Note: All SHR->CRE local services not shown but to continue as Dec'24 TT

Marches Northbound 2/2

Origin	MkIV	197 (3) Canton	197 (5) 1300 MFH	MkIV	197 (3) Canton	197 (5) 1500 MFH	MkIV	197 (3) Canton	197 (?) Canton	197 (?) Canton
Swansea			1455			1655				
Cardiff	1453	1523	1553	1653	1723	1753	1853	1938	2108	2323
Newport	1507	1537	1607	1707	1737	1807	1907	1955	2125	2345
Stops	Not PPL	All	All	All	All	All	Not PPL	All	All	All
Hereford	1559	1628	1655	1759	1828	1858	1959	2045	2215	0035
Stops	LEO, LUD	Not LEO	All	LEO, LUD	Not LEO	All	LEO, LUD	All	All	All
Shrewsbury	1655	1727	1750	1855	1927	1950	2055	2145	2315	
Stops SHR>CRE	\	\	WTC, NAN	\	\	WTC, NAN	\	\	All	
Crewe	1730	\	1830	1930	\	2030	2130	\	0003	
Manchester	1810	\	1910	2010	\	2110	2210	\	\	
Chester		1820	\	\	2020	\	\	2240	0032	
Destination/Forms	1830	HHD	1930 and 2030	CRE ATC	HHD	2130	2230	CTRDMUD	CTRDMUD	Stables

Note: All SHR->CRE local services not shown but to continue as Dec'24 TT

Marches Southbound 1/2

Origin	197 (5)	197 (2)	197 (5)	MkIV	197 (5)	197 (3) 1020 HHD	MkIV CRE ATC	197 (5)	197 (3) 1430	MkIV	197 (5)
Chester						1230			1430		
Manchester			0930	1030	1130	/	1230	1330	/	1430	1530
Crewe		0855	1010	1110	1210	/	1310	1410	/	1510	1610
Stops CRE>SHR		NAN, WTC	NAN, WTC, WEM	/	NAN, WTC	/	/	NAN, WTC	/	/	NAN, WTC
Shrewsbury		0940	1050	1145	1250	1325	1345	1450	1525	1545	1650
Stops		All	All	LUD, LEO	All	Not LEO	LUD, LEO	All	Not LEO	LUD, LEO	All
Hereford	0940	1040	1145	1240	1345	1415	1440	1545	1615	1640	1745
Stops	All	All	All	Not PPL	Not PPL	All	Not PPL	Not PPL	All	Not PPL	Not PPL
Newport	1030	1130	1230	1330	1430	1505	1530	1630	1705	1730	1830
Cardiff	1045	1145	1245	1345	1445	1520	1545	1645	1720	1745	1845
Swansea	1145	1234	1345		1545			1745			1945
Destination/Forms	FGH	MFH	CMN	1453	FGH	1723	1653	CMN	Canton	1853	FGH

Note: All SHR->CRE local services not shown but to continue as Dec'24 TT

Marches Southbound 2/2

	197 (3)	MkIV	197 (5)	197 (3)	MkIV	197 (3)	197 (2)	197 (5)	MkIV
Origin				-					
Chester	1630			1830					
Manchester	/	1630	1730	/	1830	1930	2030	2130	2230
Crewe	/	1710	1810	/	1910	2010	2110	2210	2310
Stops CRE>SHR	/	/	NAN, WTC, WEM	/	/	NAN, WTC	All	All	
Shrewsbury	1725	1745	1855	1925	1945	2050	2205	2305	
Stops	Not LEO	LUD, LEO	All	Not LEO	LUD, LEO	All	All		
Hereford	1815	1840	1950	2015	2040	2145	2300		
Stops	All	Not PPL	All	Not PPL	Not PPL	All	All		
Newport	1905	1930	2045	2105	2130	2230	2350		
Cardiff	1920	1945	2100	2120	2145	2245	0015		
Swansea		2045							
Destination/Forms	1938	Canton	MFH	Canton	Canton	CMN	Canton	AbbFgt	CRE ATC

Note: All SHR->CRE local services not shown but to continue as Dec'24 TT

West Wales Westbound 1/3

	197 (3)	153 (2/3)	197 (2)	153 (2/3)	197 (2)	197 (3)	197 (2)	153 (2/3)	197 (5/2)	197 (3)
Origin					Canton	Canton	Canton		0940 HFD	
Cardiff					0845	0855§	0945		1045 (5-car)	
Stops CDF>BGN					\	\	\		\	
Bridgend					0905	0915§	1005		1105	
Stops BGN>SWA					PYL, PTT, NTH	PYL, PTT, NTH	PYL, PTT, NTH		PYL, PTT, NTH	
Swansea					0945	0955§	1045	1100	1145 (det 3-car)	
Stops SWA>CMN					All	LLE, PBP	All	LLE, PBP	All	
Carmarthen	0755§	0805§	0930	1015	1033	1040§	1133	1145	1233	1240§
Tenby	\	0850§	\	1100	\	1130§	\	1235	\	1330§
Pembroke Dock	\	0920§	\	1130	\	\	\	1305	\	\
Milford Haven	0855§		1030		\		1228		\	
Fishguard Harbour					1128				1328	
Destination/Forms	0900	0925	1100	1200	1206	1140	1300	1400	1401	1335

§ Summer only (May – September)

West Wales Westbound 2/3

	197 (2)	153 (2/3)	197 (5/2)	197 (3)	153 (2/3)	197 (3)	197 (5/2)	197 (2)
Origin	0855 CRE		0930 MAN				1130 MAN	Pengam
Cardiff	1145		1245 (5-car)				1447	1545
Stops CDF>BGN	\		\				\	\
Bridgend	1205		1305				1506	1605
Stops BGN>SWA	PYL, PTT, NTH		PYL, PTT, NTH				PYL, PTT, NTH	PYL, PTT, NTH
Swansea	1245	1300	1345 (det. 3-car)		1500		1545 (det 3-car)	1645
Stops SWA>CMN	All	LLE, PBP	All		LLE, PBP		All	All
Carmarthen	1333	1345	1433	1435§	1545	1630§	1633	1733
Tenby	\	1435	\	1525§	1635	1720§	\	\
Pembroke Dock	\	1505	\	1705	\	\	\	\
Milford Haven	1428						\	1828
Fishguard Harbour							1728	
Destination/Forms	1500	1600	1655 CDF	1530	1800	1730	1801	1900

§ Summer only (May – September)

West Wales Westbound 3/3

	153 (2/3)	197 (5)	197 (2)	153 (2/3)	197 (5/3)	MkIV	153 (2/3)	197 (5/3)	197 (2)	197 (3)
Origin		1330 MAN	Pengam		1530 MAN	1630 MAN		1730 MAN	Pengam	
Cardiff		1647	1745		1845	1945		2100	2145	2245
Stops CDF>BGN	\	\	\	\	\	\	\	\	\	\
Bridgend		1706	1806		1906	2006		2120	2206	2306
Stops BGN>SWA		PYL, PTT, NTH	PYL, PTT, NTH		PYL, PTT, NTH	PYL, PTT, NTH		PYL, PTT, NTH	PYL, PTT, NTH	PYL, PTT, NTH
Swansea	1700	1745	1845	1915	1945	2045	2050	2200	2245	2345
Stops SWA>CMN	LLE, PBP	All	All	LLE, PBP	All	All	All	All	All	All
Carmarthen	1745	1833	1933	2000	2034 (det 2-car)		2140	2250/2306 (det 2-car)	2333	0033
Tenby	1835	\	\	2050	\	\	\	\	\	\
Pembroke Dock	1905	\	\	2120	\	\	\	\	\	\
Milford Haven			2029		\		2235	0001		
Fishguard Harbour					2126					
Destination/Forms	1915	Stables	2038	2200	2144	Canton	2300	0005	Stables	Stables

§ Summer only (May – September)

West Wales Eastbound 1/2

	197 (2)	153 (2/3)	MkIV	197 (3/5)	153 (2)	153 (2/3)	MkIV	197 (2/5)	197 (3)	197 (2)
Origin	Stabled SWA		Canton				Canton			
Fishguard										1206
Milford Haven				0900§ (3-car)				1100 (2-car)	/	/
Pembroke Dock				/		0925§		/	/	/
Tenby				/		1000§		/	1140§	1230§
Carmarthen		0855		0955 (att 2-car)	1025	1055		1155	1255	1255
Stops CMN>SWA		All		All	PBP, LLE	All		All	All	All
Swansea	0840	0950	0955	1055	1115	1150	1155	1255 (att.3-car)	1355	1355
Stops SWA>BGN	NTH, PTT, PYL		NTH, PTT, PYL	NTH, PTT, PYL			NTH, PTT, PYL	NTH, PTT, PYL	NTH, PTT, PYL	NTH, PTT, PYL
Bridgend	0915		1030	1130			1230	1330	1430	1430
Stops BGN>CDF	\		\	\			\	\	\	\
Cardiff	0938		1053	1153			1253	1353	1446	1446
Destination/Forms	MAN	1100	MAN	MAN	1141 (HoW)	1300	MAN	MAN	1240	Pengam 1606

§ Summer only (May – September)

Cardiff Central > Rhymney	15	From CDF at 09:05 and at xx:05 until 19:05 then 19:35, 20:05, 21:05 and 22:05. All originate at BYI
Cardiff Central > Bargoed	11	From CDF at 08:35 and at xx:35 until 18:35. All except 08:35 originate at BYI
Cardiff Central > Bridgend	8	From CDF at 08:30, 10:30, 12:30, 14:30, 16:30, 17:30, 19:30 and 21:50. Cl.231 traction
Cardiff Central > Barry Island	29	From CDF at 08:20 and at xx:20 and xx:50 until 21:20 then 22:20 and 23:20. All except 08:20, 08:50 and 09:20 originate at BGD or RHY
Bridgend > Cardiff Central	7	From BGN at 09:30, 11:30, 13:30, 15:30, 17:30, 18:30 and 20:30. Cl.231 traction
Bridgend > Barry	1	From BGN at 22:50 and connecting into 23:30 from BYI. Cl.231 traction
Barry Island > Cardiff Central	29	From BYI at 08:30 and at xx:00 and xx:30 until 22:00 then 23:00
Coryton > Cardiff Central	14	From COY at 09:10 and at xx:10 until 22:10. All except 22:10 extend to PEN
Caerphilly > Cardiff Central	12	From CPH at 09:45 and at xx:45 until 20:45. All extend to PEN
Cardiff Central > Penarth	26	From CDF at 09:05 and at xx:05 and xx:35 until 21:35. All except 09:05 originate at COY (xx:35) or CPH (xx:05)
Penarth > Cardiff Central	26	From PEN at 09:25 and at xx:55 and xx:25 until 21:55. All except 21:55 extend to COY (xx:25) or CPH (xx:55)
Cardiff Central > Coryton	14	From CDF at 08:40 and at xx:40 until 21:40. All except 08:40 originate at PEN.
Cardiff Central > Caerphilly	12	From CDF at 09:10 and at xx:10 until 20:10. All except 09:10 originate at PEN.
Treherbert > Cardiff Central via LDF	14	From TRB at 07:55 and at xx:55 until 20:55
Merthyr Tydfil > Cardiff Central via LDF	14	From MER at 08:43 and at xx:43 until 21:43. All except 21:43 continue to ABA.
Aberdare > Cardiff Central via City Line	13	From ABA at 09:24 and at xx:24 until 21:24. All except 21:24 continue to MER.
Pontypridd > Cardiff Bay	10	From PPD at 09:43 then at xx:43 until 18:43
Taffs Well > Cardiff Bay	1	From TAF at 08:53
Cardiff Queen St > Cardiff Bay	41	From CDQ at 09:25, 09:40, 09:55 then at xx:25, xx:40 and xx:55 until 19:55 then 20:10, 20:25, 20:40, 20:55, 21:10, 21:25, 21:40 and 21:55
Cardiff Central > Treherbert via LDF	14	From CDF at 09:15 and at xx:15 until 22:15
Cardiff Central > Merthyr Tydfil via LDF	14	From CDF at 08:30 and at xx:30 until 21:30. All except 08:30 and 09:30 originate at ABA.
Cardiff Central > Aberdare via CL	14	From CDF at 08:45 and at xx:45 until 21:45. All except 08:45 originate at MER.
Cardiff Bay > Pontypridd	10	From CDB at 10:01 and at xx:01 until 19:01
Cardiff Bay > Taffs Well	1	From CDB at 22:01
Cardiff Bay > Cardiff Queen St	41	From CDB at 09:16 then at xx:16, xx:31 and xx:46 until 19:46 then 20:01, 20:16, 20:31, 20:46, 21:01, 21:16, 21:31 and 21:46

TfW Rail expects the commencement date of this supplemental agreement (which among other things introduces changes to the HL05 Service Group) to be 1 minute after the commencement date of the proposed 32nd supplemental agreement (which seeks to roll over the existing HL05 access rights minus ORR's specific disapplication of its position on the continuation of access rights relating to certain HL05 access rights. See 32nd application for details.).

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).

Network Rail Wales Route (and other routes) operate a Train Plan risk evaluation process which identifies risks to operational delivery, including safety risks. The principal risks identified, along with their proposed mitigations are;

- SPAD risk - resulting from a different sequencing of trains; mitigated by briefings and Working Group

- Restrictions to maintenance hours/activities - mitigated by considering impact of timetable on Section 4 + 5 possession times and consultation with local Delivery Units
- Level Crossing risks - mitigated by local education, closure, diversion or bridge

Dead, dying, diseased trees (DDD) and de-vegetation: within the route there is a board dedicated to investigating, monitoring and implementing vegetation management in a sustainable way, and to concentrate efforts on large scale locations of DDD risk.

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](#).

Not applicable, as this is not an extension or new agreement.

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.

Terms have not been agreed with Network Rail because of capacity concerns at certain locations.

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.

There are no departures from ORR's model passenger track access contract.

- 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).

There are no departures from ORR's model passenger track access contract.

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

There are no departures from ORR's model passenger track access contract.

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, the TfW Rail TAC is fully consolidated and available on the ORR website.

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.

The main purpose of the changes to be made in May 2025 is to build on the December 2024 Timetable change by delivering further incremental benefits to passengers through targeted additional services and enhanced service frequencies on some routes on Weekdays, Saturday and Sunday, including some Sunday summer-only services. Sundays are TFW Rail's fastest growing day of the week in terms of passenger numbers.

These additional services fit into the framework of the December 2024 Timetable. It is appropriate to introduce the services in May 2025 when additional new rolling stock will be available as TFW Rail's new fleets continue to be introduced.

Welsh Government and Transport for Wales are working towards a target of 45% of journeys to be made by public transport, walking and cycling by 2040. Welsh Government have invested £800m in new trains to provide a boost to capacity and frequency, and to reduce journey times.

These further improvements to the timetable planned to be introduced in December 2024 will continue to increase passenger numbers, meeting Welsh Government's objectives set out above; as well as increasing farebox revenue, thus reducing operating subsidy over time.

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.

The proposals for May 2025 build on the December 2024 Timetable proposal, which was informed and developed based on the work of Industry ESG #10 ('Wales ESG'). This ESG has operated since 2020 and has brought together Network Rail's Advanced Timetable team and the timetable participants to develop a 'Concept Train Plan'. Whilst this does not have the formal standing of a PDNS bid as set out in the Network Code, it did demonstrate that the timetable aspirations of all the participants could be accommodated.

Wales Route has now set up an Advanced Timetable Working Group for May 2025 and December 2025 and the first meeting will be held soon.

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.

The December 2024 timetable is designed to be inherently robust to reduce the incidences of delays and minimise their impact on the wider network. These May 2025 proposals align with these principles:

- A standard hour timetable with services operating at consistent times, hourly or 2-hourly.
- Sectional Running Times offering better journey times, made possible by the new Class 197 fleet. The Class 197s will be running on a new 197 timing load that has been modelled for them using Railsys.
- More turnaround time to avoid perpetuating delays.
- Fewer attach/detach moves at busy locations to reduce risk of delays

Information on specific Performance initiatives is given in section 7.

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

There are no known implications for Network Rail's maintenance and renewal activities.

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.

To assist with identifying changes to access rights, we have enclosed:

1. Marked up Tables 2.1 Firm Rights and 4.1 Calling Patterns
2. An Excel document comparing required access rights with those already held. As well as indicating the net changes to quantum, it also highlights which access rights are in the locations listed in ORR's letter of 24 April.

Extracts from the Excel document are shown below. These present the full picture of access rights required for May 2025 at the three locations listed in ORR's letter that are applicable to TFW Rail (Cardiff Central, Gloucester and the Birmingham area). These changes to access rights build on TFW Rail's December 2024 concurrent access rights application (28th Supplemental Agreement).

Cardiff Central (year-round access rights):

From	To	Via	Description	Weekdays			Saturday			Sunday			ORR-specified location
				Dec-24	May-25	Difference	Dec-24	May-25	Difference	Dec-24	May-25	Difference	
Cardiff Central	Maesteg	Llanharan	2.1.1	18	19	1	18	19	1	7	11	4	Cardiff Central
Maesteg	Cardiff Central	Llanharan	2.1.2	17	17	0	17	17	0	8	11	3	Cardiff Central
Cardiff Central	Cardiff Central	Swansea District Line	2.2A.1	2	2	0	1	1	0	0	0	0	Cardiff Central
Cardiff Central	Cardiff Central	Swansea District Line	2.2A.2	1	1	0	1	1	0	0	0	0	Cardiff Central
Cardiff Central	Swansea	Pontyclun	2.5.1 Slow	13	13	0	14	14	0	3	3	0	Cardiff Central
Cardiff Central	Swansea	Bridgend	2.5.2 Fast (DMU)	13	13	0	13	13	0	14	14	0	Cardiff Central
Cardiff Central	Swansea	Bridgend	2.5.2.2 Fast (loco)	1	1	0	1	1	0	0	0	0	Cardiff Central
Swansea	Cardiff Central	Pontyclun	2.5.4 Slow	15	15	0	11	11	0	2	2	0	Cardiff Central
Swansea	Cardiff Central	Bridgend	2.5.5.1 Fast (DMU)	14	14	0	17	17	0	14	14	0	Cardiff Central
Swansea	Cardiff Central	Bridgend	2.5.5.2 Fast (loco)	1	1	0	1	1	0	0	0	0	Cardiff Central
Llanelli	Cardiff Central	Swansea	2.5.6	1	1	0	1	1	0	0	0	0	Cardiff Central
Cheltenham Spa	Cardiff Central	Lydney	3.1.1	18	18	0	18	18	0	6	11	5	Gloucester / Cardiff Central
Cardiff Central	Cheltenham Spa	Lydney	3.1.2	18	18	0	18	18	0	6	11	5	Gloucester / Cardiff Central
Gloucester	Cardiff Central	Lydney	3.1.3	0	0	0	0	0	0	2	2	0	Gloucester / Cardiff Central
Cardiff Central	Gloucester	Lydney	3.1.4	1	1	0	1	1	0	2	2	0	Gloucester / Cardiff Central
Newport	Cardiff Central	-	3.1.5	4	4	0	4	4	0	0	0	0	Cardiff Central
Cardiff Central	Newport	-	3.1.6	3	3	0	4	4	0	0	0	0	Cardiff Central
Cardiff Central	Ebbw Vale Town	Ebbw Jn	3.2.1	16	16	0	16	16	0	3	1	-2	Cardiff Central
Cardiff Central	Ebbw Vale Town	Newport	3.2.1.1	3	3	0	3	3	0	5	12	7	Cardiff Central
Ebbw Vale Town	Cardiff Central	Ebbw Jn	3.2.2	16	16	0	16	16	0	2	2	0	Cardiff Central
Ebbw Vale Town	Cardiff Central	Newport	3.2.2.2	4	4	0	4	4	0	6	11	5	Cardiff Central
Cardiff Central	Crewe	Wem	6.2.1	4	4	0	3	3	0	1	1	0	Cardiff Central
Cardiff Central	Hereford	Cwmbran	6.2.2	1	1	0	1	1	0	2	2	0	Cardiff Central
Cardiff Central	Manchester Piccadilly	Wilmslow	6.2.3.1 (DMU)	8	8	0	8	8	0	11	11	0	Cardiff Central
Cardiff Central	Manchester Piccadilly	Wilmslow	6.2.3.2 (loco)	8	8	0	8	8	0	0	0	0	Cardiff Central
Cardiff Central	Shrewsbury	Cwmbran	6.2.4.1 (DMU)	7	7	0	8	8	0	3	5	2	Cardiff Central
Cardiff Central	Shrewsbury	Cwmbran	6.2.4.2 (loco)	1	1	0	0	0	0	0	0	0	Cardiff Central
Crewe	Cardiff Central	Wem	6.2.5.1 (DMU)	1	1	0	1	1	0	0	1	1	Cardiff Central
Crewe	Cardiff Central	Wem	6.2.5.2 (loco)	1	1	0	1	1	0	0	0	0	Cardiff Central
Hereford	Cardiff Central	Cwmbran	6.2.7	1	1	0	2	2	0	1	1	0	Cardiff Central
Manchester Piccadilly	Cardiff Central	Wilmslow	6.2.8.1 (DMU)	8	8	0	8	8	0	12	12	0	Cardiff Central
Manchester Piccadilly	Cardiff Central	Wilmslow	6.2.8.2 (loco)	7	7	0	7	7	0	0	0	0	Cardiff Central
Newport	Cardiff Central	Ebbw Junction	6.2.11	0	0	0	7	7	0	1	1	0	Cardiff Central
Shrewsbury	Cardiff Central	Cwmbran	6.2.12.1 (DMU)	11	11	0	10	10	0	0	2	2	Cardiff Central
Shrewsbury	Cardiff Central	Cwmbran	6.2.12.2 (loco)	1	1	0	0	0	0	0	0	0	Cardiff Central
Cardiff Central	Abergavenny	Cwmbran	6.2.14	0	2	2	0	1	1	0	0	0	Cardiff Central
Abergavenny	Cardiff Central	Cwmbran	6.2.15	0	1	1	0	0	0	0	0	0	Cardiff Central

Cardiff Central (summer only access rights):

From	To	Via	Description	Weekdays			Saturday			Sunday			ORR-specified location
				Dec-24	May-25	Difference	Dec-24	May-25	Difference	Dec-24	May-25	Difference	
Cardiff Central	Swansea	Bridgend	2.5.2 Fast (DMU)	13	13	0	13	13	0	14	15	1	Cardiff Central
Swansea	Cardiff Central	Bridgend	2.5.5.1 Fast (DMU)	14	14	0	17	17	0	13	14	1	Cardiff Central

Gloucester:

From	To	Via	Description	Weekdays			Saturday			Sunday			ORR-specified location
				Dec-24	May-25	Difference	Dec-24	May-25	Difference	Dec-24	May-25	Difference	
Cheltenham Spa	Cardiff Central	Lydney	3.1.1	18	18	0	18	18	0	6	11	5	Gloucester / Cardiff Central
Cardiff Central	Cheltenham Spa	Lydney	3.1.2	18	18	0	18	18	0	6	11	5	Gloucester / Cardiff Central
Gloucester	Cardiff Central	Lydney	3.1.3	0	0	0	0	0	0	2	2	0	Gloucester / Cardiff Central
Cardiff Central	Gloucester	Lydney	3.1.4	1	1	0	1	1	0	2	2	0	Gloucester / Cardiff Central

Birmingham area:

No changes.

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

N/A

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 are being made to existing rolling stock. The 2-car and 3-car Class 197s that will operate most of TfW Rail's services on Network Rail's routes continue to be introduced.

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.

TfW Rail is required by the Welsh Ministers to provide these services.

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.

None.

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.

As part of the new Wales & Borders rail concession awarded by Transport for Wales in 2018, commitment was made to a series of passenger service improvements across the Wales & Borders network.

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:

TfW Rail has submitted this application directly to ORR in accordance with ORR's letter to industry of 24th April 2024. ORR requires operators to submit applications for all relevant changes to access rights (which is those access rights requiring capacity in certain locations) to apply from the December 2024, May 2025 and December 2025 Timetable Change Dates. This application meets these criteria as it includes changes to access rights in locations specified by ORR.

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.

The inherent performance benefits of TfW Rail's December 2024 timetable, to which incremental changes will apply from May 2025, are explained in section 4.3.

A Performance Sub-Committee of the TfW Rail Board has been established. This adds further senior scrutiny of decisions necessary for introduction of new services - infrastructure, rolling stock and operations, including traincrew readiness.

On-time-to-3 Performance Working Groups, each with a geographical focus, continue to identify actual and future risks to performance and inform the timetable development process. For example, the potential for deficiencies in dwell time or Sectional Running Time between Shrewsbury and Newport, which has led TfWRL to analyse On-Train-Data-Recorder information to demonstrate the sufficiency of these in the December 2024 timetable on which the May 2025 Timetable will build.

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.

Key performance initiatives in Network Rail Wales Route include:

- New Timetable Taskforce – this aims to mature Wales Route's approach in eliminating sub threshold delay and bettering on time performance.
- The expansion of Local Railway 'business units' and taskforces – This will continue to give greater energy, vigour and attention on a line of route basis to drive a betterment in performance, engaging SMEs, stakeholders and local Managers in progress

- The delivery of Wales Route's RM3-P (Risk Management Maturity Model for Performance) plan on the route – a number of assessments have been completed using this model to drive a greater level of maturity on the route when managing performance
- Continued delivery against the Tripartite Performance Strategy between Network Rail, TfW Rail and Amey Infrastructure Wales (Core Valley Lines IM) and associated 10 point plan.

Network Rail Wales Route's performance improvement plan includes numerous improvements around Cardiff, focusing on points hose replacements, critical points, axle counter power card replacements, and trespass and vandalism inspections.

A key workstream relating to Cardiff Central Operations has been implemented by Wales Route. This focuses on train dispatch, permissive working, and station communications. There is a newly introduced Pilning to Swansea taskforce which is connecting several performance improvement initiatives from across the business to make this route more resilient. This group is linking together subject matter experts from asset management, maintenance and timetabling amongst others with the aim of improving existing performance along the South Wales mainline and mitigating any future performance risks.

Improvement plans for Network Management/Other, Non-Track Assets & External are focusing on the following:

- External Performance
 - Trespass
 - Flooding
 - De-vegetation
- Other Performance
 - Previously unassessed structures are now fully assessed, and remediation works conducted or planned where required. Signalling equipment is being renewed as part of the transformation programme, improving reliability.
 - Previously poor performing assets such as Token Systems are being removed and replaced with more reliable and efficient equipment.
 - DCR (Dynamic Conflict Resolution) is planned for the next financial year. DCR will form traffic management whilst allowing signallers to see 30mins in advance.
 - Remote condition monitors installed across various assets improving asset condition visibility - Rail temperatures, points heating etc.
 - Introduction of dedicated flight engineers (FEs) that can assess and identify failure risk prior to asset failure (Point systems etc), FE also support with incident remediation and can potentially identify the root cause of the failure prior to response teams arriving to site.
 - Cabling renewal: previously plug coupled cable is being replaced with a more reliable alternative.
 - Temporary Speed Restrictions (TSRs) are reviewed frequently and assessed for improvement - i.e. measures to increase speeds, or remove the TSR completely.
 - Incident learning reviews are frequently conducted, and incidents assessed for improvement.
 - On Time to 3 (OTT3) working group is focused on operational level improvements.
 - Tripartite Strategy working collaboratively with Network Rail and TfWRL to improve OTT3 measures.

Project Dragon is investigating specific operational issues at Cardiff Central, including Automatic Route Setting (ARS) and permissive working. These will have a positive impact and improve longstanding problems.

The Route will also benefit from the impending Luminat traffic system which will aid operational running.

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

Yes, the proposed services will be monitored for performance throughout their journey.

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.

N/A

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).

No network enhancements are required to deliver the proposed timetable.

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.

N/A

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.

N/A

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.

I can confirm that the whole of the proposal has been submitted with this application and that there are no side letters or other documents which affect it.

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.

TfW Rail has no requirement to redact any content of this application and appendices prior to 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.

No consultation has been carried out.

Who conducted the consultation?

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

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

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.

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

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 [Redacted]

Date 20 May 2024

Name (in caps) CHRIS DELLARD

Job title Head of Access Planning

For (company) Transport for Wales Rail Ltd

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