

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:

First Trenitalia West Coast 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 checked="" type="checkbox"/>	Wales & Western <input checked="" 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:						14	
Current contract date:						1 December 2022	
Current contract expiry date:						14 December 2030	

1.4 Applicant status:

Public Service Operator <input type="checkbox"/>	Public service contract start date:	1 December 2022
	Public service contract end date:	14 December 2030
	Name of funder (e.g. DfT, Local Authority):	DfT
	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, made under Section 22A of the Railways Act 1993, is for Firm Rights to run from 14 December 2025, and will reinstate services that were temporarily removed during Covid, for which Avanti West Coast previously held Access Rights for.

This S22A application is being consulted in parallel with Avanti's 3rd, 17th and 18th SAs (S22As for 14 December 2025). Insufficient time was available to complete the S22 application ahead of the ORR deadline of 20th May 2024 to receive applications, as per ORR's '*Competing and/or complex track access applications for December 2024, May 2025 and December 2025 timetable changes*' letter dated 24th April 2024. This S22A has completed industry consultation.

AWC and NR consider this application meets ORR's criteria for the 20th May submission.

Weekdays

1Axx 13:32 Chester to London Euston

Saturdays

1Dxx 17:32 Chester to Crewe

Sundays

1Bxx 19:09 Euston to Wolverhampton

Proposed commencement date:	14 December 2025
End date:	14 December 2030
Date approval or directions wanted by:	As soon as possible

1.6 Industry consultation:

Who carried out the consultation?	Network Rail on behalf of FTWCRL
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Consultation start date:	22/05/24	Consultation end date:	22/06/24
Not carried out	<input type="checkbox"/>		

1.7 Applicant details

<p><u>Facility Owner</u> Company: Network Rail Contact name: Paul Harris Job title: Franchise & Access Manager Address: 2nd Floor, Baskerville House, Centenary Square, Broad Street, Birmingham B1 2ND Phone: [REDACTED] E-mail: [REDACTED]</p>	<p><u>Beneficiary</u> Company: First Trenitalia West Coast Rail Ltd Contact name: Sue Rhymes Job title: Track Access Manager Address: Ground Floor, Victoria Square House, Victoria Square, Birmingham, B2 4DN Phone: [REDACTED] E-mail: [REDACTED]</p>
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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):

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.

Train operating licence: First Trenitalia West Coast Rail Limited (the “Train Operator”) holds a valid train operating licence under section 8 of the Railways Act 1993 and a European licence for the purposes of the Railways (Licensing of Railways Undertakings) Regulations 2006.

Railway Safety Case: The Train Operator holds a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006

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).

This Application, made under Section 22A of the Railways Act 1993, is for the reinstatement of three temporarily relinquished Firm Rights to run from 14 December 2025.

Summary of Changes

The access rights below were temporarily relinquished until 17 May 2025. The rights have been applied for the May 25 timetable only on a contingent basis in Avanti’s 22nd SA. This 14th SA application seeks to re-instate them on a firm basis from 14 December 2025 to 14 December 2030.

Weekdays

1Axx 13:32 Chester to London Euston

Saturdays

1Dxx 17:32 Chester to Crewe

Sundays

1Bxx 18:15 London Euston to Birmingham New Street (The additional train is actually the 19:09 Euston to Wolverhampton, which utilises Rights previously held by the 18:15 when it ran to Shrewsbury, hence a new application required for the 18:15)

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).

N/A

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](#).

Proposed commencement date:	14 December 2025
End date:	14 December 2030

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.

Unknown, as under consideration as part of the '20th May' process.

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.

- 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).

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

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

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.

This proposal reinstates three trains that operated pre-pandemic, as part of the uplift towards the level of service agreed at the Dec 22 ESG.

The additional Chester to London Euston SX fills a 2 hour gap in the service as part of an uplift to bring the service between 10.32 and 14.32 from 2-hourly to hourly, restoring the pre-pandemic service level.

The 17.32 Chester to Crewe [SO] currently operates ECS, so this Right converts it to a passenger train, providing a further journey opportunity to Crewe (and London Euston via a change of train) and providing a later train to supplement TfW's hourly service.

The additional Birmingham service addresses a gap in the service in the evening Peak, bringing the service to 3tph in that hour in line with the uplift trajectory.

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.

These services were incorporated in the timetables developed by the WCML Industry Planning Group (IPG) and Event Steering Group (ESG) workstreams.

AWC has worked closely with Network Rail in collaboration with other Operators, and has built its timetable on conclusions from the WCML IPG Final Report published in February 2021. The resulting Concept Train Plan, developed through the ESG, delivers a timetable structure that incorporates the services detailed in 4.1.

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 rights sought reflect commitments to the Secretary of State on award of the West Coast Franchise.

Changes being proposed shown below:

Weekdays

1Axx 13:32 Chester to London Euston

On SX days, AWC currently run a 10:35 departure from Chester to Euston (which starts at Holyhead at 08:53), a 12:32 departure from Chester to Euston (which starts at Chester) and a 14:32 departure from Chester to Euston (which starts at Holyhead at 12:48). The T-3 performance of these between periods 2410 and 2501 is 82.5% (3rd best out of 9 Euston terminating trains in the service group), 79.2% (6th best out of 9) and 79.3 (5th best out of 9) respectively. It would be reasonable to assume similar performance for the 13:32. AWC are also introducing an 11:32 at this timetable change, using unused Firm Rights.

Saturdays

1Dxx 17:32 Chester to Crewe

On Saturdays, the closest departure from Chester to Crewe running currently is the 16:32, 1A70. This service typically departs Holyhead at 14:48 to terminate at Euston at 18:35.

The T-3 performance of this train at Chester and Crewe only between periods 2410 and 2501 was 83.3%, this is 6th best out of 10 up direction trains that call at Crewe and/or Chester on Saturdays.

Sundays

1Bxx 18:15 London Euston to Birmingham New Street (The additional train is actually the 19:09 Euston to Wolverhampton, which utilises Rights previously held by the 18:15 when it ran to Shrewsbury, hence a new application required for the 18:15)

On Sundays, AWC currently run an 18:15 departure from Euston to Wolverhampton/ Shrewsbury, a 19:15 departure from Euston to Wolverhampton and a 20:09 departure from Euston to Wolverhampton. The T-3 performance of these between periods 2410 and 2501 is 56.0% (10th best out of 19 Euston originating trains in the service group), 60.0% (8th best out of 19) and 50.0 (13th best out of 19) respectively. It would be reasonable to assume similar performance for the 19:09.

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

N/A

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.

This Section 22A is for the following contractual amendments; required to support the service changes listed in Section 1.5, which form part of the December 2025 timetable Bid. Summarised below.

Service Amendment	Days	Additional Firm Right Required	Timing Load
Chester to London Euston	M-F	Plus 1	80x
Chester to Crewe	SO	Plus 1	80x
London Euston to Birmingham New Street	SUN	Plus 1	80x

The rights being sought will enable the operation of Avanti's December 2025 timetable. They will provide additional journey opportunities and capacity at a time when passenger numbers are continuing to recover, and existing services are becoming busier.

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

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.

The rights being sought utilise existing specified equipment.

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.

These services form part of the service specification contracted as an obligation under the FTWCRL Franchise 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.

N/A

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.

N/A

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:

N/A

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.

N/A

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.

N/A

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

Yes

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).

AWC continues to work closely with Network Rail on joint implementation of a line speed project to raise the permissible speed for non-tilting trains on the WCML. Our new-build Hitachi Class 807 and 805 trains will take advantage of this, enabling optimal use of track capacity and performance benefits.

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.

N/A

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.

The consultation version should exclude those items normally redacted by the ORR, for the usual reasons of commercial confidentiality.

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.

As noted above, AWC has worked collaboratively with multiple key stakeholders in development of these proposals as through the industry IPG and ESG forums, alongside ongoing engagement with local authorities and sub-national transport bodies.

[REDACTED]



Who conducted the consultation?

Network Rail on behalf of FTWCRL

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

Freightliner Limited: [REDACTED]

Summary of response – ‘currently unable to understand the impact this application would have on our own services and are unable to support your applications to the ORR.’

Further actions taken – we asked Freightliner if they had any specific concerns relating to the 14th SA. These concerns were provided, and we have answered them. Freightliner have now confirmed they support our 14th application.

Arriva Rail London: [REDACTED]

Summary of response – ‘ARL are unable to support this application until further information is received to allow them to fully assess the impact to the operation of their services and to their existing rights under their Track Access Contract.’

Further actions taken - we asked ARL if they had any specific concerns relating to the 14th SA. These concerns were provided, and NR answered them as they were copied in. ARL have now confirmed they have no objections to our 14th application.

Northern Trains Limited: [REDACTED]

No specific concerns from Northern and they have confirmed they have had the December offer and haven't flagged any issues.

London TravelWatch : [REDACTED]

“Having reviewed the documentation for each of the five consultations, we understand that there will be no negative impact on passenger services, only the provision of new or reinstated services. Presuming that this is correct (and please do advise if we have misunderstood), then London TravelWatch would have no comments to make about these consultations.”

Avanti responded with - “Avanti West Coast would like to take this opportunity to assure you that any potential impact on existing passenger services has been taken into account when compiling these applications, and your understanding that there will be no negative impact on passenger services around either London Euston or Watford Junction is correct. Please let me know if you require any further information regarding Avanti’s applications.”

Further question from LTW - “Thank you for your e-mail and for confirming that there will be no negative impact on passenger services at London Euston and Watford Junction stations.

We just have one quick follow up question, namely whether there has been any consideration to crowd management at London Euston, given the proposed additional services.”

Avanti responded with – “In their 28 June 2024 representations, Network Rail acknowledged the issue of crowd management at London Euston and intends to undertake an assessment based on the quantum of services within the December 2022 Concept Train Plan. The 2022 CTP contains all services within the 14th SA so Network Rail’s assessment will take them into account. Avanti will of course work with Network Rail towards the best possible solution for passengers.”

LTW Response – Thank you for your response to my e-mail, which helpfully answers our question. We don't have any further questions.

Wrexham, Shropshire & Midlands Railway Company Ltd (WSMR): [REDACTED]

“Based on our current analysis of the application we have not identified any issues that directly impinge on or affect any of WSMR’s proposals in its Wrexham-London Euston Section 17 application to the Office of Rail and Road (ORR) of 19th March 2024.”

Network Rail: [REDACTED]

Please see attached, Network Rail’s representations, dated 28 June 2024, to Avanti’s 14th SA. Key points from the representations dated 28 June 2024 -

- The services associated with this application have been included in the New Working Timetable for December 2024. Where paths associated with some of the quantum rights in this application are included in a New Working Timetable issued under the Network Code Part D process, then Network Rail proposes to work with the applicant on these elements of the application. Our aim, subject to normal governance processes, would be to potentially agree a new s22 application for contingent, time-limited rights for that timetable period with no presumption of continuity – in line with the approach that ORR has supported for applications on the East Coast Main Line in recent years.
- Network Rail can confirm that we are unable to in this representation provide all the necessary information for ORR to make an informed decision at this point in time due to awaiting completion of performance assessment.
- A key consideration included in the plan within Annex A is regarding power supply on NW&C. As previously informed, NW&C has several areas of concern with regards to power supply.

Network Rail has performed an initial assessment of the Form P and associated documents submitted with this application. Network Rail would like to highlight the following:

- Section 1.5 of the Form states that all rights are sought until the expiry of the track access contract (December 2030) – it should be noted that the expiry date for the weekday and Saturday rights in this application is technically SCD (May) 2025, as the firm rights are already in the contract to be reinstated from SCD May 2025 until contract expiry.
- Section 4.1 in the Form P refers to the additional Sunday London Euston-Birmingham passenger train slot as addressing a service gap in the evening Peak – please note that peak definitions do not apply to weekends.

Network Rail are currently working on an updated set of representations which they hope to send to Avanti and ORR by Friday 4th October 2024. Avanti will be responding to these updated representations and will copy ORR in.

Virgin Management Limited (VML): [REDACTED]

Please see attached, comments and questions from Philip Whittingham of VML (email dated 27th June 2024, and Avanti West Coast’s response (letter dated 22nd July 2024 from Andy Doyle, Head of Operational Readiness). Avanti believes they have addressed all of VML’s concerns and have asked VML to confirm.

West Midlands Trains: [REDACTED]

“After internal discussion WMT has no questions or issues with the proposal and therefore can support it.”

Transport Focus: [REDACTED]

“Thanks, happy to accept.”

GBRf: [REDACTED]

Key Extracts from GBRf’s Response – “Coupled with the current timetable and other recently approved firm access rights, GBRf is not able to adequately assess how these proposed rights might or might not align with other applications, including our own changes to WCML firm access rights. GBRf is clear that it is really only the proposed Chester-Euston [SX] access right that is of interest.”

“It will not only be any direct impact of the Chester-Euston service on WCML freight paths but also indirectly re-timed services around the clockface that could easily cause real problems for current freight traffic and future freight growth. The current CP7 Freight Growth Target (~8% by end of CP7) and that through to 2050 are key inputs to how timetabling is carried out.”

Conclusion of response – “Taking all the above into account, GB Railfreight is unable to support this supplemental application.”

DB Cargo: [REDACTED]
“DB Cargo has no concerns with this Supplemental.”

CVL Track Access (Amey Infrastructure Wales): [REDACTED]
“Thanks for including Amey Infrastructure Wales in this Section 22a consultation on Avanti’s 14th Supplemental. We have no objection.”

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

Freightliner Limited: [REDACTED]
Freightliner Concerns -
-Whether capacity exists for the additional SX paths to run when all other aspirations are taken into account as well, particularly between Crewe and Euston given the recognised capacity constraints that already exist.
-Whether sufficient traction supply exists for the additional SX path to run when all other aspirations are taken into account as well, particularly around Crewe, or, in the case of the 14th Supplemental Agreement, if trains will be running on diesel (assuming these will be formed of bimodes).
There are no specific concerns relating to the SO or Sun proposals.
Avanti Response -
We can confirm that adequate capacity does exist for the paths contained within our 11th and 14th Supplemental Agreements, and that the power supply risk has been assessed by Network Rail and accepted for the December ‘24 timetable. Could you please let me know if you are happy with the feedback and the query can be closed down?
Further Freightliner Response -
If these paths have been offered compliantly in December 24, we are happy to support their inclusion for the duration of the Dec 24 timetable – they will need to be reassessed against the wider industry aspirations for the May 25 timetable and others beyond.

Arriva Rail London: [REDACTED]
Summary of ARL Concerns -
ARL are unable to support this application until further information is received to allow them to fully assess the impact to the operation of their services and to their existing rights under their Track Access Contract.
FTWCRL Response -
FTWCRL asked ARL if they had any specific concerns relating to the 14th SA. These concerns were provided by ARL and responded to by [REDACTED] (below in red):
1/ are all trains within the application supported with paths published within the December 2024 WTT?
Yes
2/ if yes, do any require additional ECS movements to/from Wembley ICD?
No greater than quantum of services currently operating
3/ do any operate at times affected by WCS 2 track? If yes, please can you confirm the timings?
The Sunday path uses a current path to London Euston and is outside S4 timings as passes Hanslope Jn 12:14:30
Further ARL Response
...on the basis of the information provided by Julian, ARL has no objections to the 11th and 14th.

London TravelWatch : [REDACTED]

London Travel Watch Concern -

Has there has been any consideration to crowd management at London Euston, given the proposed additional services?

FTWCRL Response -

In their 28 June 2024 representations, Network Rail acknowledged the issue of crowd management at London Euston and intends to undertake an assessment based on the quantum of services within the December 2022 Concept Train Plan. The 2022 CTP contains all services within the 14th SA so Network Rail's assessment will take them into account. FTWCRL will of course work with Network Rail towards the best possible solution for passengers. Please can you let me know if this closes off any concerns regarding Avanti's 14th SA, or whether you have any further questions.

Further London TravelWatch Response -

Thank you for your response to my e-mail, which helpfully answers our question. We don't have any further questions.

Virgin Management Limited (VML) : [REDACTED]

FTWCRL assumes all of VML's concerns/questions have been satisfactorily answered, as VML has not responded to multiple emails asking if they have any further concerns/questions following our response dated 22nd July 2024. Requests for details of any outstanding concerns sent to VML on 22/07/2024, 12/08/2024 and 27/09/2024. FTWCRL will address any further concerns VML raise and will copy ORR into correspondence.

GBRf: [REDACTED]

FTWCRL believes GBRf's concerns/questions have been answered in our response sent 1st October 2024. Avanti has asked GBRf to let us know if they have any residual concerns/questions.

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.

Network Rail: [REDACTED]

Network Rail are currently working on an updated set of representations which they hope to send to FTWCRL and ORR by Friday 4th October 2024. Avanti understands Network Rail will not be supporting FTWCRL's 14th SA, and will be responding to these updated representations. ORR will be copied in to all correspondence.

The key concerns raised by Network Rail are the performance of the new 805 and 807 fleet of which all three trains included in this amendment are formed of. This is driven by the delayed implementation of the line speed improvement programme which aims to install MU speed differentials on West Coast South. Consequently, 80x trains timed at 125mph cannot in theory meet their running times as the line speed for them remains the PS speed (in most places 110mph).

However, FTWCRL's proposal would see these trains timed at 110mph (PS speeds) until the line speed improvement programme is delivered. This would remove any concerns about the new 80x fleet being able to meet its SRTs. This retiming can be achieved by removing station calls and adding performance allowance into the schedule. Consequently, the schedule is the same as if the stop remained and the train was running at 125mph and ensuring additional capacity is not required. A path on this basis has already been offered by Capacity Planning for the December 2024 timetable change which demonstrates capacity exists.

Lesser performance concerns also exist around the performance of the new 80x fleet since their introduction, although challenges with performance immediately after introduction are common with new fleet cascades. Performance has already begun to improve as staff become more familiar with the trains and rectification work is required on any areas of unreliability. FTWCRL have conducted performance analysis on the new fleet, showing a significant improvement in performance in period 6 along with a reduction in delay minutes and cancellations. The position is expected to continue this trend prior to the start of the Dec '24 timetable. This analysis is attached as part of the form P submission.

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


No

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 ...6TH FEBRUARY 2025.....

Name (in caps) ...SUE RHYMES..... Job title ...TRACK ACCESS MANAGER.....

For (company) ...AVANTI WEST COAST.....

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: [REDACTED]