

## 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:						03	
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 18 May 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 17<sup>th</sup> SA (also a S22A for 18 May 2025). Insufficient time was available to complete the S22 application ahead of the ORR deadline of 20<sup>th</sup> 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 24<sup>th</sup> April 2024.

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

Proposed commencement date:	18 May 2025
End date:	14 December 2030
Date approval or directions wanted by:	

## 1.6 Industry consultation:

Who carried out the consultation?	
Consultation start date:	Consultation end date:
Not carried out <input type="checkbox"/>	

## 1.7 Applicant details

<b>Facility Owner</b> Company: Network Rail Contact name: Paul Harris Job title: Franchise & Access Manager Address: 2 <sup>nd</sup> Floor, Baskerville House, Centenary Square, Broad Street,	<b>Beneficiary</b> 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
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Birmingham B1 2ND	Phone: [REDACTED]	Phone: [REDACTED]
Phone: [REDACTED]	E-mail: [REDACTED]	E-mail: [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):


**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 Firm Rights to run from 18 May 2025. These services were incorporated in the timetables developed by the WCML Industry Planning Group (IPG) and Event Steering Group (ESG) workstreams.

This Application will reinstate services that were temporarily removed during Covid, for which Avanti previously held Access Rights for.

This restores an hourly service from Birmingham to Scotland, which is important to the leisure market and improves connectivity. The Blackpool service will help to ease overcrowding on some of our busiest Anglo-Scottish services, which have seen strongest recovery in demand.

This application was previously dated to commence from the start of the December 2023 timetable, and was consulted (NR internal) and submitted to SoAR. As a result of that process, NR, as at 31<sup>st</sup> December 2022, supported the application, but only from May 2025. Since that time, it became apparent that AWC would not be in a position to make these changes until the start of the May 2025 timetable.

We are now submitting this 3<sup>rd</sup> Supplemental with a revised start date of 18<sup>th</sup> May 2025.

NR have advised that due to the time elapsed since the previous NR internal consultation and SoAR panel, we are required to begin the consultation process again.

## Summary of Changes

### Weekdays

#### **Up**

9A53EU 11:51 Blackpool North to Euston starts from Glasgow Central calling at Motherwell, Carlisle, Penrith, Preston and forward as booked to Euston.

9A84EU 15:51 Blackpool North to Euston starts from Glasgow Central calling at Carlisle, Lancaster, Preston and forward as booked to Euston.

1A92EU 12:51 Blackpool North to Euston new service calling at Preston, Wigan North Western, Warrington Bank Quay, Nuneaton, Milton Keynes Central, Watford Junction and Euston.

#### **Down**

9P47FU 07:40 Euston to Blackpool North is diverted to Glasgow Central. As booked to Preston and then calls at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central.

9P65FU 11:40 Euston to Blackpool North is diverted to Glasgow Central. As booked to Preston and then calls at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central.

1P92FU 09:20 Euston to Blackpool North new service calling at Milton Keynes Central, Tamworth Low Level, Lichfield Trent Valley, Warrington Bank Quay, Wigan North Western, Preston and Blackpool North.

**Saturdays**

**Up**

9A53EV 11:51 Blackpool North to Euston starts from Glasgow Central calling at Motherwell, Carlisle, Penrith, Preston and forward as booked to Euston.

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1P92FV 09:20 Euston to Blackpool North new service calling at Milton Keynes Central, Tamworth Low Level, Lichfield Trent Valley, Warrington Bank Quay, Wigan North Western, Preston and Blackpool North.

**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:	18 May 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.

These timetable changes were discussed at the Dec '22 Risk Joint Virtual Team on the 22<sup>nd</sup> September 2022, and early indications suggested that the change wouldn't cause significant issues for Scotland, unless there was a notable change in the volume of electric freight services operating.

We continue to work closely and collaboratively with Network Rail on development of our plans.

### 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 restores an hourly service from Birmingham to Scotland, which is important to the leisure market and improves connectivity. The Blackpool service will help to ease overcrowding on some of our busiest Anglo-Scottish services, which have seen strongest recovery in demand.

Regarding the potential impact on other operators, we have done a preliminary assessment of this, and there is likely to be some retiming of freight and postal services required. End to end times are likely to be unaffected, and would be mostly a case of regulating trains differently during their journey.

**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. We know the capacity exists for these services as they were included in the Dec 22 ESG.

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.

Power supply capacity modelling is currently being undertaken by Network Rail.

**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**

**Up**

**9A53EU 11:51 Blackpool North to Euston starts from Glasgow Central calling at Motherwell, Carlisle, Penrith, Preston and forward as booked to Euston.**

The current 9A53 SX service from Blackpool North has an average On Time percentage of 53.0% and average T-3 percentage of 70.8% (between periods 2403 and 2412). It is the 2nd best performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on SX days (out of 14).

Pre-Covid, the equivalent Glasgow starting train was 9M53 10:00 Glasgow-Euston via Birmingham service (both are the 12:18 departure from Preston). This service had an average On Time percentage of 32.8% and an average T-3 percentage of 52.8% (between periods 2003 and 2012). It was the 9<sup>th</sup> best performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on SX days (out of 14).

The two closest services from Glasgow to Euston via Birmingham in the current timetable are 9M51 (08:00 GLC-EUS) and 9M55 (11:56 GLC-EUS).

9M51 has an average On Time percentage of 51.8% and average T-3 percentage of 69.6% (over periods 2403-2412), compared to pre-covid equivalent of 29.4% OT and 49.9% T-3 (for periods 2003-2012)

9M55 has an average On Time percentage of 38.2% and an average T-3 percentage of 57.9% (over periods 2403-2412), compared to pre-covid equivalent of 25.8% OT and 49.9% T-3 (for periods 2003-2012)

It's reasonable to expect that the reinstated performance of 9A53/9M53 would be better than the performance of 9M53 pre-covid, with a similar scale of improvement to that seen by 9M51 and 9M55. This would give an estimated On Time of between 48.6% and 57.8% and an estimated T-3 of between 61.3% and 73.6%, likely similar On Time and slightly lower T-3 performance than the current 9A53.

Another reason that performance of 9M53 could be expected to be improved compared to pre-covid is more planned dwell time at Birmingham New Street. Pre-covid T-3 of 9M53 south of Birmingham for trains that departed New Street on time was 60.7%, with average lateness of 5.2 minutes at Euston (compared to 45.5% with average lateness at Euston of 8.3 minutes for all 9M53). Current T-3 of 9A53 south of Birmingham is 66.4% with average minutes lateness of 7.7 minutes at Euston.

**9A84EU 15:51 Blackpool North to Euston starts from Glasgow Central calling at Carlisle, Lancaster, Preston and forward as booked to Euston.**

The current 9A84 SX service from Blackpool North has an average On Time percentage of 53.3% and average T-3 percentage of 70.8% (between periods 2403 and 2412). It is the 3rd best performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on SX days (out of 14).

Pre-Covid, the equivalent Glasgow starting train was 9M84 14:00 Glasgow-Euston via Birmingham service (the 16:17/ 16:18 departure from Preston). This service had an average On Time percentage of 30.8% and an average T-3 percentage of 54.8% (between periods 2003 and 2012). It was the 4<sup>th</sup> best performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on SX days (out of 14).

The two closest services from Glasgow to Euston via Birmingham in the current timetable are 9M55 (11:56 GLC-EUS) and 9M59 (15:57 GLC-EUS).

9M55 has an average On Time percentage of 38.2% and an average T-3 percentage of 57.9% (over periods 2403-2412), compared to pre-covid equivalent of 25.8% OT and 49.9% T-3 (for periods 2003-2012)

9M59 has an average On Time percentage of 43.2% and average T-3 percentage of 59.8% (over periods 2403-2412), compared to pre-covid equivalent of 32.8% OT and 53.3% T-3 (for periods 2003-2012)

It's reasonable to expect that the reinstated performance of 9A84/9M84 would be better than the performance of 9M84 pre-covid, with a similar scale of improvement to that seen by 9M55 and 9M59. This would give an estimated On Time of between 40.6% and 45.6% and an estimated T-3 of between 61.5% and 63.6%, likely slightly lower On Time and T-3 performance than the current 9A84.

Another reason that performance of 9M84 could be expected to be improved compared to pre-covid is more planned dwell time at Birmingham New Street. Pre-covid T-3 of 9M84 south of Birmingham for trains that departed New Street on time was 53.9%, with average lateness of 5.6 minutes at Euston (compared to 37.7% with average lateness at Euston of 11.5 minutes for all 9M84). Current T-3 of 9A84 south of Birmingham is 61.9% with average minutes lateness of 7.2 minutes at Euston.

**1A92EU 12:51 Blackpool North to Euston new service calling at Preston, Wigan North Western, Warrington Bank Quay, Nuneaton, Milton Keynes Central, Watford Junction and Euston.**

This service is not in the current timetable. The two closest services between Preston and Euston via the Trent Valley in the current timetable are 1M11 (10:38 GLC-EUS, departing Preston at 13:01) and 1M12 (11:36 GLC-EUS, departing Preston at 14:01).

Current services from Blackpool to Euston have a Preston arrival T-3 of 90.4%



When arriving at Preston within T-3, 1M11 has an average south of Preston On Time percentage of 63.5% and an average south of Preston T-3 percentage of 79.9% (over periods 2403-2412), compared to pre-covid equivalent of 34.7% OT and 71.2% T-3 (for periods 2003-2012)

When arriving at Preston within T-3, 1M12 has an average south of Preston On Time percentage of 60.5% and average south of Preston T-3 percentage of 82.1% (over periods 2403-2412), compared to pre-covid equivalent of 28.4% OT and 62.2% T-3 (for periods 2003-2012)

Pre-Covid, the 1A92 13:03 Blackpool North - Euston via Trent Valley service (13:29 departure from Preston) had an average On Time percentage of 59.5% and an average T-3 percentage of 78.5% (between periods 2003 and 2012). It was the 4<sup>th</sup> best performing Euston terminating train for T-3 in the Euston-Scotland (direct via Trent Valley) service group on SX days (out of 20).

It's reasonable to expect that the reinstated performance of 1A92 would be slightly better than the performance of 1A92 pre-covid, with 90.4% of services seeing similar performance to that of 1M11 and 1M12 south of Preston. This gives an estimated On Time performance of 61.8% and an estimated T-3 performance of 81.2%.

## Down

### **9P47FU 07:40 Euston to Blackpool North is diverted to Glasgow Central. As booked to Preston and then calls at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central.**

The current 9P47 SX service has an average On Time percentage of 40.3% and average T-3 percentage of 69.9% (between periods 2403 and 2412). It is the best performing Euston origin train for T-3 in the Euston-Birmingham-Scotland service group on SX days (out of 13).

Using 9P47's arrival times at Preston and estimating arrival times at stations north of Preston using other Euston origin trains in the Birmingham Scotland service group gives an estimated On Time performance of 37.4%% and an estimated T-3 percentage of 63.6% for the new service. This would make the new 9P47 the best performing Euston-Scotland train in the service group (out of 12).

### **9P65FU 11:40 Euston to Blackpool North is diverted to Glasgow Central. As booked to Preston and then calls at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central.**

The current 9P65 SX service has an average On Time percentage of 42.4% and average T-3 percentage of 68.1% (between periods 2403 and 2412). It is the 2<sup>nd</sup> best performing Euston origin train for T-3 in the Euston-Birmingham-Scotland service group on SX days (out of 13).

Using 9P65's arrival times at Preston and estimating arrival times at stations north of Preston using other Euston origin trains in the Birmingham Scotland service group gives an estimated On Time performance of 38.9% and an estimated T-3 percentage of 62.1% for the new service. This would make the new 9P65 the 3<sup>rd</sup> best performing Euston-Scotland train in the service group (out of 12).

### **1P92FU 09:20 Euston to Blackpool North new service calling at Milton Keynes Central, Tamworth Low Level, Lichfield Trent Valley, Warrington Bank Quay, Wigan North Western, Preston and Blackpool North.**

This service is not in the current timetable. The closest service from Euston to Preston via the Trent Valley in the current timetable is 1S48 (0930 EUS-GLC service). On SX days, this has an average On Time percentage of 47.5% between Euston and Preston, and an average T-3 percentage of 60.4%. Pre-Covid, the equivalent Euston-Preston figures were 42.1% for On Time and 62.6% for T-3 (for periods 2003-2012).

Pre-Covid, the 1P92 08:54 Euston – Blackpool North via Trent Valley SX service had an average On Time percentage of 44.7% and an average T-3 percentage of 66.0% (between periods 2003 and

2012). It was the 4<sup>th</sup> best performing Euston origin train for T-3 in the Euston-Scotland (direct via Trent Valley) service group on SX days (out of 22).

It's reasonable to expect that the reinstated performance of 1P92 would be similar to the performance of 1P92 pre-covid, as it is for 1S48 between Euston and Preston.

### **Saturdays**

#### **Up**

**9A53EV 11:51 Blackpool North to Euston starts from Glasgow Central calling at Motherwell, Carlisle, Penrith, Preston and forward as booked to Euston.**

The current 9A53 SO service from Blackpool North has an average On Time percentage of 47.5% and average T-3 percentage of 79.3% (between periods 2403 and 2412). It is the 2<sup>nd</sup> best performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on Saturdays (out of 14).

Pre-Covid, the equivalent Glasgow starting train was 9M53 10:00 Glasgow-Euston via Birmingham service (both are the 12:18 departure from Preston). This service had an average On Time percentage of 33.1% and an average T-3 percentage of 55.3% (between periods 2003 and 2012). It was the 6<sup>th</sup> best performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on Saturdays (out of 13).

The two closest services from Glasgow to Euston via Birmingham in the current timetable are 9M51 (08:00 GLC-EUS) and 9M55 (11:56 GLC-EUS).

9M51 has an average On Time percentage of 47.6% and average T-3 percentage of 67.6% (over periods 2403-2412), compared to pre-covid equivalent of 27.5% OT and 47.3% T-3 (for periods 2003-2012)

9M55 has an average On Time percentage of 47.8% and an average T-3 percentage of 69.0% (over periods 2403-2412), compared to pre-covid equivalent of 19.6% OT and 35.1% T-3 (for periods 2003-2012)

It's reasonable to expect that the reinstated performance of 9A53/9M53 would be better than the performance of 9M53 pre-covid. The scale of improvement seen by 9M51 and 9M55 would suggest the performance of 9M53 would be similar to the current performance of 9A53.

**9A84EV 15:51 Blackpool North to Euston starts from Glasgow Central calling at Carlisle, Lancaster, Preston and forward as booked to Euston.**

The current 9A84 SO service from Blackpool North has an average On Time percentage of 54.5% and average T-3 percentage of 71.7% (between periods 2403 and 2412). It is the 5<sup>th</sup> best performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on Saturdays (out of 14).

Pre-Covid, the equivalent Glasgow starting train was 9M57 14:00 Glasgow-Euston via Birmingham service (the 16:17/ 16:18 departure from Preston). This service had an average On Time percentage of 21.2% and an average T-3 percentage of 40.2% (between periods 2003 and 2012). It was the 2<sup>nd</sup> worst performing Euston terminating train for T-3 in the Euston-Birmingham-Scotland service group on Saturdays (out of 13).

The two closest services from Glasgow to Euston via Birmingham in the current timetable are 9M55 (11:56 GLC-EUS) and 9M59 (15:57 GLC-EUS).

9M55 has an average On Time percentage of 47.8% and an average T-3 percentage of 69.0% (over periods 2403-2412), compared to pre-covid equivalent of 19.6% OT and 35.1% T-3 (for periods 2003-2012)

9M59 has an average On Time percentage of 37.6% and average T-3 percentage of 51.5% (over periods 2403-2412), compared to pre-covid equivalent of 30.7% OT and 47.0% T-3 (for periods 2003-2012)

It's reasonable to expect that the reinstated performance of 9A84/9M57 would be better than the performance of 9M57 pre-covid. If a similar scale of improvement to that of 9M55 was seen, 9M57 could be expected to have a similar On Time and T-3 % as the current 9A84. However, if a similar scale of improvement to that of 9M59 was seen, 9M57 could only expect On Time levels of approx. 26% and T-3 levels of approx. 44%, which is lower than the current worst performing Euston terminating Saturday train (by approx. 9% and 4% respectively).

**1A92EV 12:51 Blackpool North to Euston new service calling at Preston, Wigan North Western, Warrington Bank Quay, Nuneaton, Milton Keynes Central, Watford Junction and Euston.**

This service is not in the current timetable. The two closest services between Preston and Euston via the Trent Valley in the current timetable are 1M11 (10:40 GLC-EUS, departing Preston at 13:01) and 1M12 (11:36 GLC-EUS, departing Preston at 14:01).

Current services from Blackpool to Euston on Saturdays have a Preston arrival T-3 of 81.8%.

Pre-Covid, the 1A92 13:03 Blackpool North - Euston via Trent Valley service (13:29 departure from Preston) had an average On Time percentage of 57.4% and an average T-3 percentage of 75.0% (between periods 2003 and 2012). It was the 3<sup>rd</sup> best performing Euston terminating train for T-3 in the Euston-Scotland (direct via Trent Valley) service group on Saturdays (out of 18).

Looking at the current distribution of lateness at Preston for trains from Blackpool on Saturdays, and estimating arrival times at stations south of Preston using current performance of 1M11 and 1M12, gives an estimated On Time performance of 37.0% and an estimated T-3 percentage of 60.6% for the new service. This would make the new 1A92 the 12<sup>th</sup> best performing Euston terminating train in the service group (out of 16).

**Down**

**9P47FV 07:40 Euston to Blackpool North is diverted to Glasgow Central. As booked to Preston and then calls at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central.**

The current 9P47 SO service has an average On Time percentage of 55.4% and average T-3 percentage of 82.1% (between periods 2403 and 2412. It is the best performing Euston origin train for T-3 in the Euston-Birmingham-Scotland service group on Saturdays.

Using 9P47's arrival times at Preston and estimating arrival times at stations north of Preston using other Euston origin trains in the Birmingham Scotland service group gives an estimated On Time performance of 47.2% and an estimated T-3 percentage of 70.0% for the new service. This would make the new 9P47 the best performing Saturday Euston-Scotland train in the service group.

**9P65FV 11:40 Euston to Blackpool North is diverted to Glasgow Central. As booked to Preston and then calls at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central.**

The current 9P65 SO service has an average On Time percentage of 48.0% and average T-3 percentage of 76.5% (between periods 2403 and 2412. It is the 2<sup>nd</sup> best performing Euston origin train for T-3 in the Euston-Birmingham-Scotland service group on Saturdays.

Using 9P65's arrival times at Preston and estimating arrival times at stations north of Preston using other Euston origin trains in the Birmingham Scotland service group gives an estimated On Time

performance of 41.4% and an estimated T-3 percentage of 62.6% for the new service. This would make the new 9P65 the 4th best performing Saturday Euston-Scotland train in the service group.

**1P92FV 09:20 Euston to Blackpool North new service calling at Milton Keynes Central, Tamworth Low Level, Lichfield Trent Valley, Warrington Bank Quay, Wigan North Western, Preston and Blackpool North.**

This service is not in the current timetable. The closest service from Euston to Preston via the Trent Valley in the current timetable is 1S48 (0930 EUS-GLC service. On Saturdays, this has an average On Time percentage of 45.6% between Euston and Preston, and an average T-3 percentage of 68.8%. Pre-Covid, the equivalent Euston-Preston figures were 38.9% for On Time and 63.1% for T-3 (for periods 2003-2012).

Pre-Covid, the 1P92 08:54 Euston – Blackpool North via Trent Valley SO service had an average On Time percentage of 62.8% and an average T-3 percentage of 76.0% (between periods 2003 and 2012). It was the best performing Euston origin train for T-3 in the Euston-Scotland (direct via Trent Valley) service group on Saturdays (out of 17).

It's reasonable to expect that the reinstated performance of 1P92 would be better than the performance of 1P92 pre-covid, with an improvement similar to that seen by 1S48 between Euston and Preston. This would make it the best performing Saturday Euston origin train in the service group.

**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 May 2025 timetable Bid. Summarised below.

Service Amendment	Days	Additional Firm Right Required	Timing Load
<b>xx:xx Glasgow Central to Preston (9A53 11:51</b> Blackpool North to London Euston starting from Glasgow Central, calling at Motherwell, Carlisle, Penrith, Preston and forward as booked).	M-F SO	Plus 1	390
<b>11:51 Blackpool North to Preston (9A53</b> starting from Glasgow Central - above)	M-F SO	Minus 1	390
<b>xx:xx Glasgow Central to Preston (9A84 15:51</b> Blackpool North to London Euston starting from Glasgow Central, calling at Carlisle, Lancaster, Preston and forward as booked).	M-F SO	Plus 1	390
<b>15:51 Blackpool North to Preston (9A84</b> starting from Glasgow Central - above).	M-F SO	Minus 1	390
<b>12:51 Blackpool North to London Euston (new</b> service calling at Preston, Wigan North Western,	M-F	Plus 1	390

Warrington Bank Quay, Nuneaton, Milton Keynes Central, Watford Junction and London Euston).	SO		
<b>xx:xx Preston to Glasgow Central</b> (9P47 diverted to Glasgow Central from Preston vice Blackpool North, calling at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central)	M-F SO	Plus 1	390
<b>xx:xx Preston to Blackpool North</b> (9P47 diverted to Glasgow Central from Preston - above)	M-F SO	Minus 1	390
<b>xx:xx Preston to Glasgow Central</b> (9P65 diverted to Glasgow Central from Preston vice Blackpool North, calling at Lancaster, Penrith, Carlisle, Motherwell and Glasgow Central)	M-F SO	Plus 1	390
<b>xx:xx Preston to Blackpool North</b> (9P65 diverted to Glasgow Central from Preston - above)	M-F SO	Minus 1	390
<b>09:20 London Euston to Blackpool North</b> (new services calling at Milton Keynes Central, Tamworth Low Level, Lichfield Trent Valley, Warrington Bank Quay, Wigan North Western, Preston and Blackpool North)	M-F SO	Plus 1	390

The rights being sought will enable the operation of Avanti's May 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. The procurement of a new-build Hitachi fleet on to other services releases Class 390 units to the services detailed in 4.1.

**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.

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 ...17<sup>TH</sup> MAY 2024.....

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: [track.access@orr.gov.uk](mailto:track.access@orr.gov.uk)