

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 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:						17	
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 Section 22A Supplemental Application is for changes to Firm Rights to enable the following additional service changes, which will be contained within Avanti West Coast's December 2025 timetable Bid.

This S22A application is being consulted in parallel with Avanti's 3rd, 14th and 18th SAs (also 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.

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

Weekdays

0700 Manchester Piccadilly to London Euston calling at Stockport.

19.32 Chester - Euston [SX] calling Stafford.

Sundays

0943 Liverpool Lime Street to Birmingham New Street (part of additional 0943 Liverpool Lime Street to London Euston which already has firm rights using those of 1253 Wvh-Eus).

17.35 Holyhead - Crewe on Sundays extended to Euston calling Stafford, so an additional Firm Right is required between Crewe and London Euston. This will be reflected in the TAC tables as follows: - 1 Holyhead-Crewe, +1 Holyhead – London Euston.

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

Date approval or directions wanted by:	As soon as possible
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1.6 Industry consultation:

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

1.7 Applicant details

Facility Owner Company: Network Rail Contact name: Paul Harris Job title: Franchise & Access Manager Address: 2 nd Floor, Baskerville House, Centenary Square, Broad Street, Birmingham B1 2ND Phone: [REDACTED] E-mail: [REDACTED]	Beneficiary 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]
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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 Firm Rights to run from 14 December 2025 to support the service changes listed in Section 1.5; summarised below.

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

Service Amendment	Days	Additional Firm Right Required	Timing Load
07:00 Manchester Piccadilly to London Euston	M-F	Plus 1	390
19.32 Chester to Euston	M-F	Plus 1	80X
09:43 Liverpool Lime Street to Birmingham New Street	SUN	Plus 1	390
19:55 Crewe to London Euston	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. These rights will enable Avanti to offer a previously operated flagship peak-time service on weekdays and additional services on Sundays.

More in-depth, train specific information has been included in Section 4.1 of this Form P.

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).

None

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](#).

N/A

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.

Weekdays

07:00 Manchester Piccadilly to London Euston - We need to continue this service for December 2025 as previously run in December 2024 and May 2025 to resource ESG services from London Euston. The 07:00 Manchester Piccadilly to London Euston service is particularly important for the rail market, as passenger numbers continue to recover and further additional capacity on that route at that time of day is required. This is a 'flagship' service as it delivers the fastest journey time from Manchester to London of 1 hour 59 minutes. The reintroduction of the fast 07:00 Manchester Piccadilly to London Euston will encourage end-to-end users to travel on this service, freeing up capacity for journeys to/from intermediate stations on other services around that time, such as the 06:55 Manchester Piccadilly to London Euston which calls at Stockport, Wilmslow, Crewe and Stafford. Good news stories such as the reinstatement of a peak time, express service, for example the 07:00 Manchester Piccadilly to London Euston has benefits for the rail industry as a whole. Should it transpire that we do not get granted the Right to run this service, we will still need to move the rolling stock to Euston (as an ECS working) as it underpins the operation of other services in the timetable.

19.32 Chester to London Euston

The introduction of this train provides a later last direct service from Chester to London Euston in line with the December 2022 ESG timetable. This train also improves connectivity to London from North Wales by providing approximately a 30-minute journey time improvement for passengers travelling from North Wales to London on connecting TFW services, as well as reducing the number of changes required for this journey.

Sundays

09:43 Liverpool Lime Street to Birmingham New Street – To continue the December 2024 (May 2025) changes for December 2025, we require a balancing move on Sunday morning to move a Class 390 from Edge Hill to Oxley, to form an existing service from the West Midlands to London Euston (11:26 from Birmingham New Street). Rather than running the train ECS, the path can be more efficiently used to address a gap in the service at a time on Sunday morning when there is a high demand for travel. A 09:43 Liverpool Lime Street to Birmingham New Street service addresses the two-hour gap in direct service from Crewe to Birmingham New Street, and provides an earlier first direct service from Liverpool Lime Street to Birmingham New Street (currently 10:33). As above, should it transpire that we do not get granted the Right to run this service, we will still need to move the rolling stock to Birmingham to operate the 11:26 Birmingham New Street to London Euston service.

17.35 Holyhead to Crewe

The extension of this train to London Euston will provide a significant connectivity and journey time benefit in line with plans included in the December 2022 ESG timetable. Not only will this train provide a later direct journey opportunity to London from both North Wales and Chester on Sundays, but journeys from North Wales will be approximately 40 minutes faster than today's available journey at this time of day.

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.

Referencing the Prior Working Timetable, downloaded on Wednesday 7th February 2024, we are satisfied TPR compliant paths are available for these services.

The proposed times of operation will have no impact on Network Rail's maintenance and renewal activities.

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

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.

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.

Referencing the Prior Working Timetable, downloaded on Wednesday 7th February 2024, we are satisfied TPR compliant paths are available for these services.

The proposed times of operation will have no impact on Network Rail's maintenance and renewal activities.

Weekdays

07:00 Manchester Piccadilly to London Euston

The current 06:55 Manchester Piccadilly to London Euston service has an average On Time percentage of 58.0%, and an average T-3 of 80.9% (between period 2402 and 2411). It is AWC's 2nd best performing SX Manchester – Euston service for both these measures (out of 47 services). When Virgin Trains/AWC ran the 07:01 fast SX Manchester – Euston service between May '19 and February '20, this service had an average On Time percentage of 45.0% and an average T-3 of 71.6%. While not as good as the current 06:55 service, this was significantly better than the closest comparable service at the time (the 06:43, which had an average On Time percentage of 29.8% and an average T-3 of 67.0%), and was the 9th best performing Manchester -Euston service for On Time % (out of 47 services, the 06:43 service being 29th).

It is reasonable to expect the new 07:00 to have similar or better performance than the current 06:55 service.

19:32 Chester to London Euston

The closest AWC SX service currently is the 17:32 Chester to Euston service, 1A68. Between period 2410 and mid-May 2024, this service had an average On Time percentage of 61.1%, and an average T-3 of 78.3%. It is the 7th best performing out of 9 Euston terminating trains in the North Wales service group. It is reasonable to expect similar performance for the new service.

Sundays

09:43 Liverpool Lime Street to Birmingham New Street

The closest AWC Liverpool departure on a Sunday currently is the 09:35 service. Departing Stafford, this service has had an average lateness of 1.07 minutes (between periods 2402 and 2411). The current Sunday 11:26 Birmingham to Euston service is the 11:01 service from Wolverhampton. It has an average lateness of 1.06 minutes originating at Wolverhampton. This

indicates that starting the 11:26 Birmingham-Euston train from Liverpool instead of Wolverhampton should not have a significant impact on its overall performance through the West Midlands.

17.35 Holyhead to Crewe

The closest AWC Sunday service currently is the 17:53 Holyhead to Crewe service, 1K97. Between period 2410 and mid-May 2024, this service had an average On Time percentage of 74.0%, and an average T-3 of 83.0%. It is the 4th best performing out of 8 up/ Southbound direction trains in the North Wales service group. It is reasonable to expect similar performance for the new service.

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

The proposed times of operation will have no impact on 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.

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
07:00 Manchester Piccadilly to London Euston	M-F	Plus 1	390
19.32 Chester to London Euston	M-F	Plus 1	80x
09:43 Liverpool Lime Street to Birmingham New Street	SUN	Plus 1	390
19:55 Crewe to London Euston	SUN	Plus 1	80x

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 and will be subject to the usual DfT approval processes. Our December 2025 timetable is in line with the detail in our NRC.

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:

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 – 02/10/24 – we have asked Freightliner if they have any specific concerns relating to the 17th SA. FTWCRL will address any specific concerns Freightliner raises and will copy ORR into correspondence.

Arriva Rail London:

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 – 02/10/24 – we have asked ARL if they have any specific concerns relating to the 17th SA.

ARL response – ‘ARL’s response to the applications submitted for the ORR deadline in May was a generic one, based primarily on an inability to fully review the number of consultations received. I can confirm that ARL requires no further information, and has no objections, to the Avanti West Coast 18th SA, mentioned here, or to the 3rd and 17th SA consultations, mentioned in your separate email to me yesterday.’

London TravelWatch :

“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 17th 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.”

Further actions taken – 02/10/24 – we have asked WSMR if they have any specific concerns relating to the 17th SA. FTWCRL will address any specific concerns WSMR raises and will copy ORR into correspondence.

Network Rail: [REDACTED]

Please see attached, Network Rail’s representations, dated 28 June 2024, to Avanti’s 17th SA. Summary – “Network Rail has made every attempt in their initial assessment of the Application received to be able to inform the ORR of any early positions it might have on the access rights sought. In this instance it will not be possible in this representation for us to give an initial view, but we have outlined in the letter the necessary assessments / analysis that need to be undertaken to inform a view.”

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(see 10.2)

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. “It will not only be any direct impact of these new services 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.”

CVL Track Access (Amey Infrastructure Wales): [REDACTED]

“Thanks for including Amey Infrastructure Wales in this Section 22a consultation on Avanti’s 17th Supplemental. We have no objection.”

DB Cargo: [REDACTED]

“DB Cargo has no concerns with this Supplemental.”

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

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 17th 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.

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.

[REDACTED]

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 [REDACTED] 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]