

Friars Bridge Court
41-45 Blackfriars Road
London
SE1 8NZ

David Reed
Senior Executive, Access and
Licensing
Office of Rail and Road
One Kemble Street
London
WC2B 4AN

16 January 2018

Dear David,

Application for directions: proposed track access contract between Network Rail Infrastructure Limited (“NR”) and First MTR South Western Trains Limited (“FMSWT”).

Further to NR letter of 7 December 2017, FMSWT provides the following comments which are provided further to our original response dated 20 October 2017.

Schedule 5 – The Services and Specified Equipment

In its comparison of quantum of rights, NR has used the results of a comparison between the current Schedule 5 in the Track Access Contract and the Schedule 5 contained in the Section 17 application. This does not take into account that some rights have been split on a route and although these may show an increase there is little or no overall net increase.

In summary, the main increases are as follows:

- Waterloo to Reading – increases from 2 to 4 trains per hour with an increase of 72 additional rights weekday and Saturday
- Waterloo to Windsor & Eton Riverside – increases from 2 to 4 trains per hour with an increase of 72 additional rights weekday and Saturday
- Southampton Central to Portsmouth Harbour – additional 1 fast train per hour with an increase of 26 additional rights weekday and 31 Saturday

- Haslemere to Portsmouth Harbour – extension of rights.
- Service increases on some routes on Sunday

All the additions and alterations are detailed in the proposed December 2018 timetable that has been provided to NR. NR was aware of the proposals to increase the services on the Windsor lines before the consultation of the Section 17 application and submission to ORR. A full station working plan for Waterloo was also provided as part of franchise bid documentation.

The timetable and all additional services are compliant with the Train Planning Rules (“TPR”) applicable to the route.

NR has clarified that in regards to the Wessex Capacity Programme Waterloo upgrade, all power supply enhancements have been scoped to provide additional capacity based on a specific timetable and power characteristic. FMSWT reiterates the rights sought are consistent with the outcomes specified for the South Western franchise and the infrastructure investment delivered by NR to facilitate delivery of the specification. FMSWT has no further comment to make in respect of this aspect.

Engineering Access

In line with industry process, FMSWT has formally requested to NR to amend the Engineering Access Statement (“EAS”) to operate earlier trains in the response to Version 1 of the 2019 EAS. FMSWT is currently fully engaged with NR at route level as part of the cross-industry EAS process to arrive at a workable position for future engineering access. FMSWT has no further comment to make in respect of this aspect.

Safety

FMSWT can advise it has held discussions with the NR Route Safety and Level Crossing team in respect of assessing increased risks and necessary mitigations to medium to high risk level crossings in the context of FMSWT’s planned December 2018 timetable. This involves reviewing potential changes to the FWI (Fatalities and Weighted Injuries) index and identifying mitigations where risks may increase.

FMSWT considers this process and liaison with its NR route as usual business practice and has no further comment to make in respect of this aspect.

It is further noted that the Timetable Change and Risk Assessment Group (“TCRAG”) for December 2018 takes place after the forthcoming March 2018 Priority Date, therefore the TCRAG meeting does not fall within the timescales for further discussion regarding the rights being sought.

Train Performance

The constraints of the infrastructure are shown in the TPR and route Sectional Appendices which FMSWT’s application adheres to. Additional restrictions on the timetable with the addition of firebreaks should be agreed with all operators through the TPR process.

The resourcing and reliability of the Class 442 fleet is the responsibility of and a matter for FMSWT. Whilst it is worth noting that FMSWT is investing in 442 fleet improvements such as re-tractioning, we do not consider this aspect relevant in consideration of a track access application.

Traction Power Supply

NR requests a final timetable with type of trains, length of trains and power characteristics. FMSWT will share indicative unit diagrams with NR if these have not already been provided.

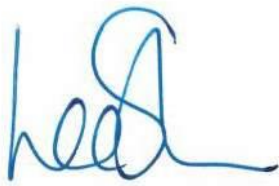
December 2018 Timetable

In summary, we reiterate that FMSWT’s December 2018 timetable is merely an expression of the rights that are included in the Section 17 Track Access Contract application. While FMSWT understands there needs to be a link between rights and the timetable in understanding capacity, the rights are quantum and there is a separate process for the bidding and offering of timetables.

Finally, as ORR is aware, FMSWT and NR are currently working together to identify agreeable elements from this application that may be progressed as a Section 18 application to minimise the risk and provide contractual certainty to both parties with regard to track access and timetabling for December 2018. The remaining items will remain as part of this Section 17 application.

This letter is copied to David Allsop at DfT and Chris A'Barrow at Network Rail.

Yours sincerely



Lee Shuttlewood
Track Access Manager
First MTR South Western Railway