

## 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:

WM Trains Ltd

### 1.2 Facility owner details:

|                       |                                      |                                     |                                                            |                                             |                                                |
|-----------------------|--------------------------------------|-------------------------------------|------------------------------------------------------------|---------------------------------------------|------------------------------------------------|
| Network Rail:         | <input checked="" type="checkbox"/>  |                                     |                                                            |                                             |                                                |
| Region:               | Southern<br><input type="checkbox"/> | Eastern<br><input type="checkbox"/> | Northwest & Central<br><input checked="" type="checkbox"/> | Wales & Western<br><input type="checkbox"/> | Scotland's Railway<br><input type="checkbox"/> |
| Other Facility Owner: | <input type="checkbox"/>             | Please state:                       |                                                            |                                             |                                                |

### 1.3 Application under the Railways Act 1993 section:

|                                |                                |                                           |                                 |
|--------------------------------|--------------------------------|-------------------------------------------|---------------------------------|
| 17<br><input type="checkbox"/> | 18<br><input type="checkbox"/> | 22<br><input checked="" type="checkbox"/> | 22A<br><input type="checkbox"/> |
| Supplemental Number:           |                                |                                           | 54 <sup>th</sup>                |
| Current contract date:         |                                |                                           | 15 <sup>th</sup> May 2019       |
| Current contract expiry date:  |                                |                                           | PCD 28                          |

### 1.4 Applicant status:

|                                                             |                                             |                                                                     |
|-------------------------------------------------------------|---------------------------------------------|---------------------------------------------------------------------|
| Public Service Operator <input checked="" type="checkbox"/> | Public service contract start date:         | 01 February 2026                                                    |
|                                                             | Public service contract end date:           | 4 February 2029                                                     |
|                                                             | 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:

The purpose of this proposed Supplemental Agreement is to update the Track Access Contract ('the Contract') between WM Trains and Network Rail. The update seeks to provide WM Trains with new access rights from December 2026 to support its Manchester Airport aspirations for the May 2027 timetable.

This application includes rights that interact with one or more other live or anticipated access applications, including Section 17 and Section 22 applications currently under consideration by the Office of Rail and Road (ORR), as well as certain known aspirations which are being progressed.

The current position reflects a high volume of unresolved and, in some cases, unsupported applications, which creates uncertainty in respect of long-term network capacity at certain locations.

In this context, Network Rail is not able at this time to confirm that sufficient capacity exists on a longer-term basis to accommodate all interacting applications. Network Rail has therefore sought to balance the need to facilitate services included in the New Working Timetable with the need to avoid prejudicing ORR's consideration of outstanding applications.

Where paths associated with this application align with those included in the relevant New Working Timetable issued under the Network Code Part D process, Network Rail is willing to support these elements of the application on a contingent and time-limited basis.

Accordingly, Network Rail supports this application for the duration of one timetable period, from PCD 2026 to SCD 2027 as contingent rights with no presumption of continuity beyond that period.

This reflects the current uncertainty regarding capacity availability pending ORR determinations on interacting applications and is not intended to prejudice or pre-empt those decisions.

A footnote will be included in Table 2.2 of Schedule 5 to record the expiry of these rights. The absence of any presumption of continuity is recorded in this application form only.

This application request new contingent access rights, comprising 2 weekday (SX) and 5 Saturday-only (SO) services, required to enable the initial phase of these Manchester Airport proposals. In addition, the application proposes to remove one existing access right for a Liverpool Lime Street – Birmingham New Street service. This will be replaced with a new access right for a Crewe – Birmingham New Street service via Stoke-on-Trent

### **SX**

- Add 1 x Birmingham International – Birmingham New Street 3.22
- Add 1 x Crewe to Birmingham New Street via Stoke on Trent 4.13
- Remove 1 x Liverpool Lime Street – Birmingham New Street 4.6

### **SO**

- Add 1 x Birmingham New Street – Birmingham International 3.23
- Add 1 x Birmingham International – Birmingham New Street 3.22
- Add 1 x Birmingham – Crewe via Madeley 4.1
- Add 1 Crewe – Birmingham New Street via Stoke on Trent 4.13
- Add 1 Crewe to Birmingham New Street via Madeley 4.4

|                                        |          |
|----------------------------------------|----------|
| Proposed commencement date:            | PCD 2026 |
| End date:                              | SCD 2027 |
| Date approval or directions wanted by: | ASAP     |

### 1.6 Industry consultation:

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

### 1.7 Applicant details

|                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Facility Owner</u><br>Company: Network Rail Infrastructure Ltd<br>Contact name: Hardeep Billing<br>Job title: Franchise & Access Support Manager<br>Address: 2 <sup>nd</sup> Floor Baskerville House,<br>Centenary Square, Broad Street, Birmingham,<br>B1 2ND<br>Phone: 07701 234312<br>E-mail: Hardeep.Billing@networkrail.co.uk | <u>Beneficiary</u><br>Company: WM Trains Ltd<br>Contact name: Charlie Green<br>Job title: Track Access Contract Manager<br>Address: West Midlands Trains Ltd, 134<br>Edmund Street, Birmingham, B3 2ES<br>Phone: 07814 074409<br>E-mail: Charlie.Green@wmtrains.co.uk |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

### 1.7 Date of application to ORR:

**TBC**

### 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.

### 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).

The 54th Supplemental Agreement seeks to amend WM Trains' Schedule 5 Tables within the Track Access Contract to incorporate additional quantum of access rights.

These enhanced access rights will enable WM Trains to introduce a direct service between Birmingham New Street and Crewe, forming part of its wider ambition to operate services to Manchester Airport.

To support operational efficiency and alleviate capacity constraints at Birmingham New Street, certain services will start and terminate at Birmingham International. This approach will both reduce pressure at Birmingham New Street and provide customers with improved connectivity options. Additionally, these services will support future connectivity between key locations including Birmingham International, Liverpool Lime Street (St. John's), and Manchester Airport, strengthening rail-to-air travel links. The use of Birmingham International as a start and end point is also required to facilitate overnight stabling arrangements. WM Trains propose to remove an existing access right for a Liverpool Lime Street – Birmingham New Street service and replace it with an access right for a Crewe – Birmingham New Street service via Stoke-on-Trent.

This change is intended to ensure that the access rights accurately reflect the timetable, as WM Trains are not utilising the full extent of the existing Liverpool Lime Street access right.

The rights being requested are as follow:

#### **SX**

- Add 1 x Birmingham International – Birmingham New Street 3.22– 2S35FD 05:39 BHI – MIA (will be BHI-CRE) (as a direct result of stock amendments made due to withdrawal of MIA)
- Add 1 x Crewe to Birmingham New Street via Stoke on Trent 4.13 - 2K80GG 0550-CRE-STA
- Remove 1 x Liverpool Lime Street to Birmingham New Street 4.6

#### **SO**

- Add 1 x Birmingham New Street – Birmingham International 3.23 – 2I86DD 20:11 MIA-BHI (will be CRE-BHI)
- Add 1 x Birmingham International – Birmingham New Street 3.22 - 2S39FE 06:42 BHI-MIA (will be BHI-CRE)
- Add 1 x Birmingham – Crewe via Madeley 4.1 contingent - 2K93FE 21:55 BHM-CRE
- Add 1 Crewe – Birmingham New Street via Stoke on Trent 4.13 - 2I86DD 20:11 MIA-BHI (will be CRE-BHI)

- Add 1 Crewe to Birmingham New Street via Madeley 4.4 – 1G39DD 06:19

**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).

This application has been consulted with Network Rail internal maintenance colleagues and has been managed as part of the TP-RAM process and no safety risks have been identified. A standalone level crossing assessment has not been undertaken for this specific proposal; however, the associated risks have been considered and discussed with the LC Manager. The proposal has also been reviewed through TCRAG, where no concerns have been identified.

**3.3 Contract duration:** For new agreements or extensions to existing agreements, please provide justification for the proposed duration and, if more than 5 years, with reference to the [Railways \(Access, Management and Licensing\) Regulations 2016](#).

Not applicable to this application

**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.

Not applicable to this application

### 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, the consolidated Track Access Contract dated 19 June 2026 was submitted to ORR on 9 July 2026 to incorporate the amendments to the Expiry Date and Appendix 1 of Schedule 8. This application is to amend access rights in Table 2.2 from PCD 26 to SCD 27 so will not overwrite any granted access rights.

## 4. The impacts of the proposal

**4.1 Benefits:** please set out what specific benefits the proposal will achieve. Please describe the benefits to passengers and any impact on other operators, including freight operators.

The 54<sup>th</sup> Supplemental is the initial application and first stage for WM Train's aspirations for running direct services to Manchester Airport from Birmingham. Within this proposal is a rebalancing of WM Trains units between Birmingham and Crewe as the phased introduction of the Manchester Airports services. As part of the Manchester Airport aspiration WM Trains are extending services to between Crewe and Birmingham in both directions to ensure timetable readiness come May 27.

**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 alterations have been bid for and offered back to WM Trains in the Dec 26 timetable, which have been assessed and quality checked by Network Rail through the industry standard timetable preparation process as outlined in the Network Code.

**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.

#### WM Trains performance information

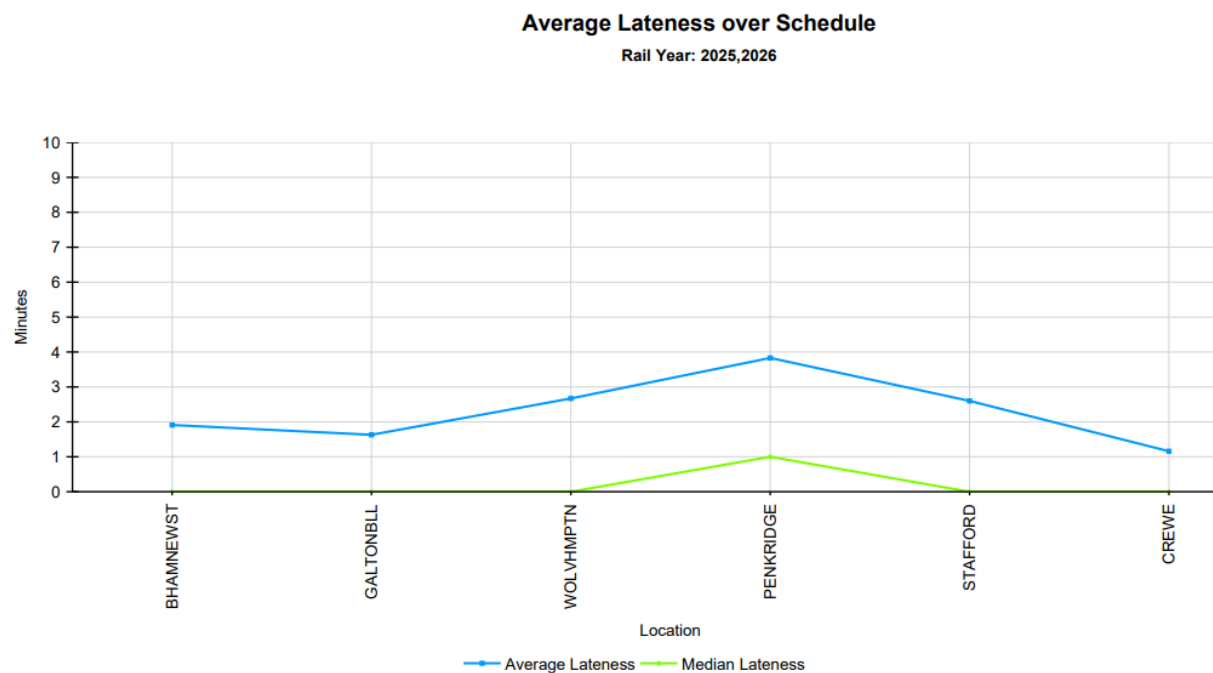
The Stafford – Crewe services, which are currently running will have no detrimental effect as they will be running in the same times as existing 2KXX services, the extension back to Birmingham New Street will mirror the timetable arrangements prior to the cut back of services to start / end at Stafford to which access rights still exist within WM Train's portfolio.

#### **Birmingham/Crewe:**

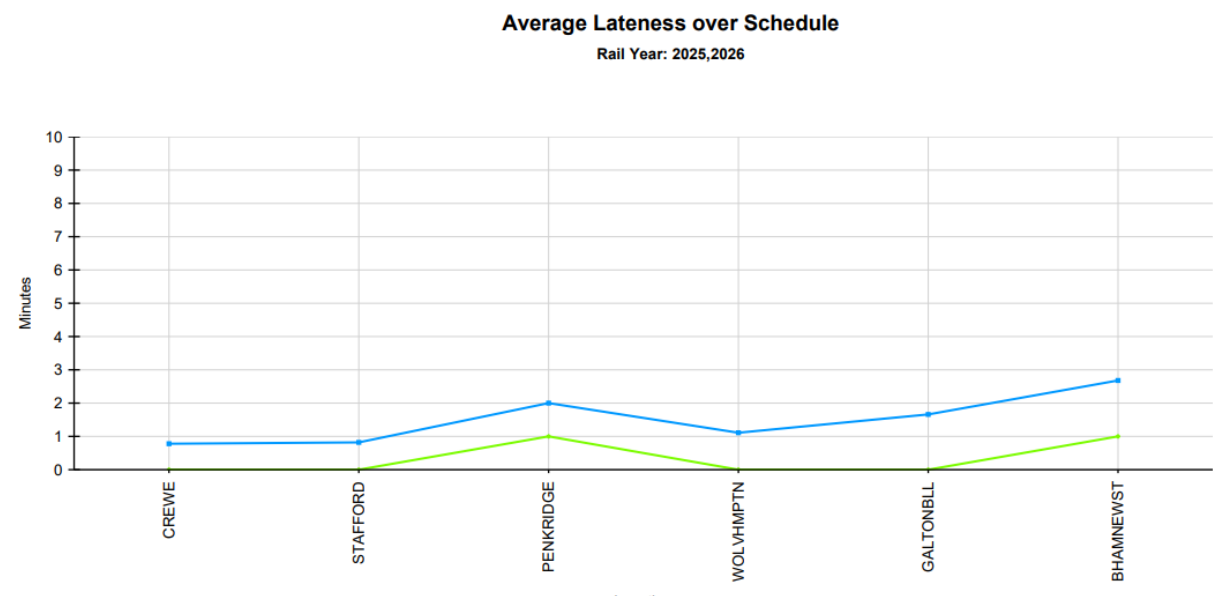
WM Trains aspirations are to introduce extended journeys between Birmingham International and Manchester Airport in both directions. For this application the southern portion is being requested of this journey between Birmingham and Crewe, these services will be using the existing rights and requesting additional rights as a part of this application, this will be displayed as Crewe – Birmingham and Birmingham – Crewe.

In the northbound direction, the Birmingham – Crewe portion of these services is planned to run in the same path as the current 2KXX services.

In the northbound direction, the current performance (based on data from 01/04/2024 to 17/02/26) of 2KXX Stafford – Crewe services is an average of 1.22 minutes late arriving at Crewe with services making up time between Stafford and Crewe.



In the southbound direction, the current 2KXX Crewe – Stafford services have an average of <1 minute delay when arriving Stafford but do lose further time throughout the journey. By running later, WM Trains can recover some of the existing lost time and reduce the impact of delay south of Stafford.



Network Rail performance information

**Add 1 x Birmingham International – Birmingham New Street 3.22– 2S35FD 05:39 BHI – MIA (will be BHI-CRE) (as a direct result of stock amendments made due to withdrawal of MIA)**

Overall, the performance of the 1Fxx services is known to be below par, and WM Trains are already working to address this through forthcoming timetable changes. However, given the time of day this service is due to operate, the performance team have focused specifically on the first BHM–LIV service, using 1F42 as a standalone comparator.

For May 26 TT, 1F42 performs well for both On Time and T-3, and based on this comparable time of day performance and do not see any foresee any performance concerns with the proposed 2S35 service

#### **BHM – LIV 1Fxx all services – May 26 TT**

|                        | On Time WTT % | Time to 3 WTT % |
|------------------------|---------------|-----------------|
| Birmingham New S..     | 49.7%         | 77.1%           |
| Soho South Jn          | 46.3%         | 76.8%           |
| Galton Jn              | 47.9%         | 75.6%           |
| Smethwick Galton ..    | 44.0%         | 75.2%           |
| Dudley Port            | 54.2%         | 79.6%           |
| Wolverhampton          | 47.5%         | 75.0%           |
| Wolverhampton No..     | 49.5%         | 74.2%           |
| Bushbury Jn            | 43.2%         | 72.4%           |
| Penkridge              | 33.6%         | 66.2%           |
| Stafford Trent Valle.. | 52.5%         | 72.6%           |
| Stafford               | 48.1%         | 69.2%           |
| Searchlight Lane Jn    | 50.0%         | 71.5%           |
| Madeley (Staffs)       | 38.2%         | 63.1%           |
| Crewe Basford Hall ..  | 47.7%         | 68.8%           |
| Crewe                  | 29.0%         | 57.4%           |
| Crewe Coal Yard        | 41.1%         | 61.5%           |
| Winsford               | 41.5%         | 61.5%           |
| Hartford               | 27.9%         | 50.2%           |
| Hartford Jn            | 40.7%         | 60.7%           |
| Acton Bridge           | 38.1%         | 59.5%           |
| Weaver Jn              | 36.6%         | 56.3%           |
| Halton Jn              | 35.2%         | 53.8%           |
| Runcorn                | 39.1%         | 59.9%           |
| Ditton East Junction   | 40.9%         | 60.1%           |
| L'Pool Sth Pw HI (AL.. | 34.2%         | 56.7%           |
| Wavertree Jn           | 42.0%         | 61.5%           |
| Edge Hill              | 27.3%         | 51.5%           |
| Liverpool Crown St..   | 34.4%         | 57.2%           |
| Liverpool Lime Stre..  | 29.9%         | 51.5%           |
| Grand Total            | 41.6%         | 65.0%           |

**1F42 On Time – May 26**

| Geography Description     | 1F42 (05:34) |
|---------------------------|--------------|
| Birmingham New Str..      | 73.7%        |
| Soho South Jn             | 68.6%        |
| Galton Jn                 | 50.0%        |
| Smethwick Galton Bd.      | 66.7%        |
| Dudley Port               | 77.8%        |
| Wolverhampton             | 88.9%        |
| Wolverhampton Nort..      | 83.3%        |
| Bushbury Jn               | 78.9%        |
| Penkridge                 | 78.9%        |
| Stafford                  | 78.9%        |
| Stafford Trent Valley J.. | 78.9%        |
| Searchlight Lane Jn       | 66.7%        |
| Madeley (Staffs)          | 63.2%        |
| Crewe Basford Hall Jn     | 78.9%        |
| Crewe                     | 57.9%        |
| Crewe Coal Yard           | 70.6%        |
| Winsford                  | 70.6%        |
| Hartford                  | 64.7%        |
| Hartford Jn               | 58.8%        |
| Acton Bridge              | 52.9%        |
| Weaver Jn                 | 58.8%        |
| Halton Jn                 | 52.9%        |
| Runcorn                   | 58.8%        |
| Ditton East Junction      | 64.7%        |
| L'Pool Sth Pw HI (Aller.. | 41.2%        |
| Wavertree Jn              | 81.3%        |
| Edge Hill                 | 50.0%        |
| Liverpool Crown Stre..    | 75.0%        |
| Liverpool Lime Street     | 62.5%        |

**1F42 T3 – May 26**

| Geography Description     | 1F42 (05:34) |
|---------------------------|--------------|
| Birmingham New Str..      | 94.7%        |
| Soho South Jn             | 89.5%        |
| Galton Jn                 | 96.4%        |
| Smethwick Galton Bd.      | 96.4%        |
| Dudley Port               | 96.4%        |
| Wolverhampton             | 96.4%        |
| Wolverhampton Nort..      | 96.4%        |
| Bushbury Jn               | 89.5%        |
| Penkridge                 | 84.2%        |
| Stafford                  | 84.2%        |
| Stafford Trent Valley J.. | 84.2%        |
| Searchlight Lane Jn       | 83.3%        |
| Madeley (Staffs)          | 78.9%        |
| Crewe Basford Hall Jn     | 89.5%        |
| Crewe                     | 84.2%        |
| Crewe Coal Yard           | 88.2%        |
| Winsford                  | 88.2%        |
| Hartford                  | 88.2%        |
| Hartford Jn               | 88.2%        |
| Acton Bridge              | 88.2%        |
| Weaver Jn                 | 88.2%        |
| Halton Jn                 | 82.4%        |
| Runcorn                   | 88.2%        |
| Ditton East Junction      | 88.2%        |
| L'Pool Sth Pw HI (Aller.. | 82.4%        |
| Wavertree Jn              | 93.8%        |
| Edge Hill                 | 87.5%        |
| Liverpool Crown Stre..    | 87.5%        |
| Liverpool Lime Street     | 81.3%        |

**Add 1 x Crewe to Birmingham New Street via Stoke on Trent 4.13 - 2K80GG 0550-CRE-STA**

Using the LIV–BHM (1Gxx) services as a comparator, performance is known to deteriorate from Crewe onwards. This particular element, however, is removed from the proposed CRE–BHM service, which should support improved performance. There is also an active Crewe Working Group, led by the North West Route, currently trialling a number of performance initiatives in and around Crewe.

Focusing on a comparable time-of-day service (1G40), it is reasonable to expect that the proposed service would outperform this comparator, given that it will originate from Crewe rather than work through it. On this basis, the performance team do not have any concerns regarding the performance of this additional service.

# **LIV - BHM 1Gxx all services – May 26 TT**

|                        | On Time WTT % | Time to 3 WTT % |
|------------------------|---------------|-----------------|
| Liverpool Lime Stre..  | 71.6%         | 90.0%           |
| Edge Hill              | 74.2%         | 89.8%           |
| Liverpool Crown St..   | 79.1%         | 90.4%           |
| Former Edge Hill SB    | 81.5%         | 90.7%           |
| Wavertree Jn           | 74.0%         | 90.0%           |
| Mossley Hill           | 79.9%         | 94.1%           |
| L'Pool Sth Pw HI (AL.. | 48.5%         | 83.8%           |
| Ditton East Junction   | 45.8%         | 82.1%           |
| Runcorn                | 39.4%         | 78.5%           |
| Halton Jn              | 25.2%         | 71.6%           |
| Weaver Jn              | 60.5%         | 81.7%           |
| Acton Bridge           | 51.3%         | 77.1%           |
| Hartford Jn            | 57.1%         | 77.2%           |
| Hartford               | 45.1%         | 69.4%           |
| Winsford               | 58.9%         | 77.8%           |
| Crewe Coal Yard        | 48.6%         | 70.6%           |
| Crewe                  | 48.0%         | 69.6%           |
| Crewe Basford Hall ..  | 43.4%         | 67.5%           |
| Madeley (Staffs)       | 45.2%         | 68.1%           |
| Norton Bridge          | 48.6%         | 68.9%           |
| Little Bridgeford Jn   | 55.7%         | 75.1%           |
| Stafford               | 44.7%         | 64.9%           |
| Stafford Trent Valle.. | 39.5%         | 62.4%           |
| Penkridge              | 28.6%         | 54.2%           |
| Bushbury Jn            | 42.9%         | 65.3%           |
| Wolverhampton No..     | 43.3%         | 65.0%           |
| Wolverhampton          | 43.8%         | 65.5%           |
| Coseley                | 26.2%         | 53.8%           |
| Dudley Port            | 36.2%         | 59.9%           |
| Smethwick Galton ..    | 21.7%         | 50.0%           |
| Galton Jn              | 40.9%         | 59.3%           |
| Soho South Jn          | 50.1%         | 67.6%           |
| Birmingham New S..     | 39.3%         | 57.4%           |
| Grand Total            | 49.3%         | 72.3%           |

## 1G40 On Time – May 26

| Geography Description     | 1G40 (06:08) |
|---------------------------|--------------|
| Liverpool Lime Street     | 93.3%        |
| Edge Hill                 | 80.0%        |
| Liverpool Crown Stre..    | 100.0%       |
| Former Edge Hill SB       | 91.7%        |
| Wavertree Jn              | 80.0%        |
| Mossley Hill              | 80.0%        |
| L'Pool Sth Pw HI (Aller.. | 46.7%        |
| Ditton East Junction      | 46.7%        |
| Runcorn                   | 53.3%        |
| Halton Jn                 | 33.3%        |
| Weaver Jn                 | 73.3%        |
| Acton Bridge              | 73.3%        |
| Hartford Jn               | 73.3%        |
| Hartford                  | 73.3%        |
| Winsford                  | 66.7%        |
| Crewe Coal Yard           | 58.3%        |
| Crewe                     | 73.3%        |
| Crewe Basford Hall Jn     | 66.7%        |
| Madeley (Staffs)          | 66.7%        |
| Norton Bridge             | 66.7%        |
| Stafford                  | 66.7%        |
| Stafford South Jn         | 50.0%        |
| Stafford Trent Valley J.. | 40.0%        |
| Penkridge                 | 13.3%        |
| Bushbury Jn               | 53.3%        |
| Wolverhampton Nort..      | 50.0%        |
| Wolverhampton             | 50.0%        |
| Coseley                   | 42.9%        |
| Dudley Port               | 50.0%        |
| Galton Jn                 | 50.0%        |
| Soho South Jn             | 46.7%        |
| Birmingham New Str..      | 33.3%        |

## 1G40 T3 – May 26

| Geography Description     | 1G40 (06:08) |
|---------------------------|--------------|
| Liverpool Lime Street     | 100.0%       |
| Edge Hill                 | 93.3%        |
| Liverpool Crown Stre..    | 100.0%       |
| Former Edge Hill SB       | 100.0%       |
| Wavertree Jn              | 93.3%        |
| Mossley Hill              | 93.3%        |
| L'Pool Sth Pw HI (Aller.. | 86.7%        |
| Ditton East Junction      | 86.7%        |
| Runcorn                   | 86.7%        |
| Halton Jn                 | 86.7%        |
| Weaver Jn                 | 86.7%        |
| Acton Bridge              | 86.7%        |
| Hartford Jn               | 80.0%        |
| Hartford                  | 80.0%        |
| Winsford                  | 73.3%        |
| Crewe Coal Yard           | 66.7%        |
| Crewe                     | 80.0%        |
| Crewe Basford Hall Jn     | 73.3%        |
| Madeley (Staffs)          | 73.3%        |
| Norton Bridge             | 73.3%        |
| Stafford                  | 80.0%        |
| Stafford South Jn         | 66.7%        |
| Stafford Trent Valley J.. | 73.3%        |
| Penkridge                 | 60.0%        |
| Bushbury Jn               | 60.0%        |
| Wolverhampton Nort..      | 57.1%        |
| Wolverhampton             | 57.1%        |
| Coseley                   | 57.1%        |
| Dudley Port               | 57.1%        |
| Galton Jn                 | 64.3%        |
| Soho South Jn             | 60.0%        |
| Birmingham New Str..      | 46.7%        |

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

Not applicable to this application.

## 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.

A full list of changes is included in Section 1.5 and a copy of the marked-up Schedule 5 tables will be shared with this application.

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

Not applicable to this application.

**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.

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**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.

All services run by WM Trains have been approved by the Department for Transport along with WMRE for local West Midlands services.

**5.5 Public funding:** Other than the DfT, Welsh Government or Transport Scotland, are the proposed services subject to financial support from central or local government including PTEs. If so, please give details.

Not applicable to this application

**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.

All changes contained within this proposal have been bid for as part of the Long-Term Planning Process.

## 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:

There are a large number of known interacting aspirations for capacity from both franchised & open access operators at Birmingham New Street and on the WCML South. Please refer to the ORR's

letter sent to the Industry on 24 April 2024 which outlines the areas of concern, and where competing aspirations for capacity has been identified.

As well as the known competing aspirations highlighted in the letter, a number of additional open access applications have since been submitted. These proposals need to be considered alongside requests for additional capacity at Birmingham New Street and other locations across both the North West and Central routes. Relevant examples include applications from WSMR and Grand Central. Subject to ORR determinations, there remains potential for operational interaction at Wolverhampton, particularly in relation to the proposed WSMR services.

There also may be interactions between the services requested via Stoke-on-Trent and the proposed Grand Central service between Manchester and St Pancras via Stoke.

Network Rail continue to carefully consider and review each application individually assessing capacity, performance and power supply before making an informed decision on what can be accommodated and supported

**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.

Not applicable to this application

**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.

Not applicable to this application

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

The performance of these services will be kept under regular review. Network Rail and WM Trains will monitor performance along these lines of route every four to six weeks and feedback findings to their respective performance teams for visibility.

**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.

Not applicable to this application

## 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).

Not applicable to this application

**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.

Not applicable to this application

## 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.

WM Trains have currently presented to Network Rail two other applications to changes for their Dec 2026 timetable, which do not impact or conflict with this application.

The applications in question are:

- 55th Supplemental Agreement – enhance access rights between Longbridge and Bromsgrove in both directions for 2 services, due to services being extended to start and terminate at Bromsgrove vice Longbridge.
- 62nd Supplemental Agreement - extension of WM Trains' contingent rights, Table 2.2 from December 2026 to May 2027.

**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.

Not applicable to this application

**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.

Not applicable to this application

## 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.

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

Date

Name (in caps)

Job title

For (company)

## 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)