

08 December 2016

For the attention of Jonathan Cooper, Head of Contracts, Alliance Rail Holdings

Dear Jonathan,

**Re: Proposed Track Access Contract between Network Rail and Alliance Rail Holdings under Section 17 of the Railways Act (operating as Grand Southern Railway)**

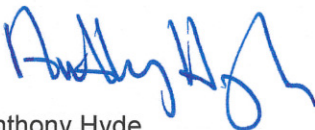
As a bidder for the South Western Franchise (SWF), Stagecoach South Western Limited would like to first register its objection to the concept of letting open access applications during a live rail franchise competition. Our franchise bid was made on the basis of the DfT Invitation to Tender and Train /service Specification. Open access applications undermine the significant investment made in developing franchise bids.

Secondly, we are under a confidentiality agreement with the DfT concerning the content of our bid so we are unable to give specific details of our intentions. We would highlight the Train Services Specification (which is publicly available from the DfT website) which gives details of the minimum services required and allows bidders to make proposals above and beyond this specification.

With respect to the Grand Southern application, we would like to make the following points:

- The application is not operationally credible as there are no paths available during the peak hours that could be operated robustly.
- Attempting to operate more services than present would undermine the performance of the railway with an adverse impact on passengers unless further infrastructure and control improvements were made.
- If the Grand Southern application were approved, this would have a detrimental impact on our proposed service, including reducing the number of services we could operate. The Grand Southern proposal would therefore be revenue abstractive, undermining the viability of the franchise
- The proposed rolling stock is not suitable for the application. We believe that the daily operation of the proposed rolling stock long term would be detrimental to the operational performance because of:
  - (a) its well-known poor reliability (CI442 MTIN MAA is 25,283 compared to 183,459 and 109,147 respectively for c1444 and c1450)
  - (b) extended dwell time for passenger access and egress due to the door arrangements
  - (c) inappropriate seating layouts with inefficient capacity provision which will be exacerbated following c1442 PRM modifications
  - (d) different operating characteristics to the current train fleet
  - (e) coupler design that is different to all others used on the franchise, making recovery of failed trains complex and time consuming
- Whilst the significant infrastructure investment made by the DfT provides additional platform capacity at Waterloo, our investigations show that in the 'main-shed' there is no increase in platform availability for mainline services.

Yours sincerely,



Anthony Hyde  
SWF Bid Director