

APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A PASSENGER TRACK ACCESS AGREEMENT, OR AMENDMENT TO A PASSENGER TRACK ACCESS AGREEMENT UNDER SECTIONS 17-22A OF THE RAILWAYS ACT 1993

1. Introduction

Please use this form to apply to the Office of Rail and Road (ORR) for:

- directions under section 17 of the Railways Act 1993 for a new track access contract. Section 17 allows companies who want the right to use a railway facility (including Network Rail's network) to apply to ORR for access if they are not able (for whatever reason) to reach agreement with the facility owner.
- approval under section 18 of the Railways Act 1993 for a new track access contract. Section 18 allows companies to apply for approval if they have agreed terms with the facility owner.
- approval of a proposed amendment (agreed by both parties) under section 22 of the Railways Act 1993 to an existing track access contract.
- directions under section 22A of the Railways Act 1993 for an amendment to an existing track access contract. Section 22A allows anyone seeking an amendment to an existing track access contract which allows the operation of more extensive services to apply for a compulsory amendment if they are not able (for whatever reason) to reach agreement with the facility owner.

If it is the facility owner, Network Rail will carry out a pre-application consultation. In this case fill in this form up to section 7.3. You should fill in the rest of the form after the consultation and before applying to ORR. If you are unhappy with the facility owner carrying out the consultation, you should ask ORR to do so. If this is the case, you should complete this form in full before submitting it to us.

The form sets out ORR's standard information requirements for considering applications. It cross-refers throughout to our [criteria and procedures](#) (C&Ps). The C&Ps explain the process, timings and the issues we will expect to consider. You should use the published [model passenger track access contract](#) as your starting point when drafting the contract or amendments you want. Please read the C&Ps and the Code of Practice before applying.

We are happy to talk to you before you apply. Please contact us [here](#).

You can download a copy of this form, and of ORR's model track access contract, from the ORR website: www.orr.gov.uk

2. The application

2.1 Title of proposed contract or supplemental agreement (please also include the section of the Railways Act 1993 under which you are applying):

Govia Thameslink Railway Limited 14th Supplemental to the Track Access Contract Passenger Services dated the 2nd March 2016.

2.2 Contact details (Company and named individual for queries):

<u>Facility Owner</u>	<u>Beneficiary</u>
Company: Network Rail Infrastructure Limited	Company: Govia Thameslink Railway Limited
Contact individual: Catherine Horton	Contact individual: Tom Causebrook
Job title: Customer Manager	Job title: Access Contract Manager
Address:	Address:
Cotton Centre	1st and 2nd
Tooley Street	Floor Monument Place
London Bridge	24 Monument Place
SE1 2QG	London
Telephone number: 077303 53631	EC3R 8AJ
Fax number: None	Telephone number: 07976 112334
E-mail address: Catherine.Horton@networkrail.co.uk	Fax number: None
	E-mail address: Tom.Causebrook@gtrailway.com

2.3 Licence and railway safety certificate: please state whether you intend to operate the services yourself or have them operated on your behalf.

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.

C&Ps paras 3.9-3.15

All service will be operated by Govia Thameslink Railway Limited.

GTR holds both a valid train operating licence and valid safety certificate.

3. The proposed contract or amendment

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3.1 Executive summary: please provide an executive summary of 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). **C&Ps para 3.22-3.28**

Please also 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). **C&Ps paras 4.9-4.11**

Please also state the commencement and end dates for the proposal, and for new agreements or extensions to existing agreements, provide justification for the proposed length of the application, with reference to the [Railways Infrastructure \(Access and Management\) Regulations 2005](#). If you are a franchised operator, please state the expiry date of your franchise. **C&Ps paras 4.72-4.79**

Date of commencement: Subsidiary Change Date 2018 (May 2018)

End date: Subsidiary Change Date 2019 (May 2019)

This supplemental is made under Section 22 of the Railways Act 1993.

The supplemental proposes to make the following changes to the existing Govia Thameslink Railway (GTR) Track Access Contract dated 2nd March 2016 following the completion of the £6.5b Thameslink Programme

1. The contract expiry date to be extended from Principle Change Date 2018 to Subsidiary Change Date 2019.
2. The existing Schedule 5 Tables 2.1 & Table 4.1 to be replaced with tables contained within this supplemental to reflect the May 2018 timetable.

Please note that the Access Rights for ET01 - ET05 and ET12 - ET13 were originally consulted under a Section 22A Application (the 15th Supplemental Agreement). This was because at the time of the consultation the services related to these Access Rights had not yet been validated. Network Rail is now in a position to support 97% of these services so they have included as part of this application. The services that are yet to be validated have been excluded from this application.

Expiry Date extension

This joint application seeks to extend the current GTR Track Access Contract to the subsidiary change date in May 2019. This will allow for the monitoring of the implementation of Thameslink from May 2018, and it also aligns with the East Coast Mainline Capacity study allowing for any changes that need to be made. It is the intention that the extension until May 2022 will then be sought by GTR following the successful implementation and notification of the study outputs (which are due in the second quarter of 2018).

Access Rights Phasing

Due to the scale of changes being made to GTRs services, the Timetable will be introduced in 4 phases over 4 subsequent timetables. This supplemental covers the Access Rights required for the timetable being introduced in May 2018. The further changes will be consulted through separate applications following the implementation of the first phase.

The Thameslink Timetable Concept

It is important to remember that changes being made are about more than just the services branded as Thameslink. All 4 of GTRs brands have had their timetable redesigned and other train operators have retimed their services to accommodate this. The timetable is the realisation of several years joint working between GTR, Network Rail and other train operators.

The timetable redesign delivers the following.

- Expanding the Thameslink network from 4 extremities to 12.
- Increases the number and frequency of services through the central Thameslink core.
- Links the East Coast Mainline destinations in Kent and Sussex.
- A redesigned and simplified Southern network to improve performance and build a resilient network.
- Realisation of benefits from the new infrastructure provided by the Thameslink Programme, including Canal Tunnels and the redesigned London Bridge.
- Provides services to meet passenger demands.
- Address weakness across GTRs operations.

Please note that this application seeks to sell rights for the Southern and Gatwick Express Service Groups only.

Key Features of May 2018 timetable

The May 2018 is the 1st of the 4 phases. Approximately 80% of the changes are delivered in this phase and includes the following.

- 18 trains per peak hour and 15 tph off peak through the Central London Core.
- Thameslink services replace Southern trains between London Bridge and Horsham, Littlehampton (peak) and East Grinstead (peak).
- Thameslink services to Peterborough (2ph) and Cambridge (3tph).
- Introduction of new Thameslink services to Rainham from Luton (2tph).
- Great Northern Metro services into Moorgate increase from 6 to 8 tph off peak.
- Southern Mainline, Coastway and West London Line timetable introduced in full
- With the exception of one flow all Southern Metro timetable changes will be made.
- The Gatwick Express timetable introduced full.

3.2 Terms not agreed with the facility owner (for applications under sections 17 or 22A only): please set out here any areas of the application which have ***not*** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions. ***C&Ps para 3.102***

All items in this Application are agreed between Network Rail and GTR.

There remains some train paths that are not validated. These services have been excluded from this application.

3.3 Departures from ORR's model passenger track access contract: please set out and explain here any:

- areas where the drafting of the application changes ORR's published template passenger track access contract (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made. ***C&Ps paras 2.34-2.37***

- 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 passenger track access contract, including the financial implications (e.g. establishment of an access charge supplement or rebate). **C&Ps paras 5.1-5.44**
- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete. **C&Ps paras 6.2-6.3**

There are no departures from the ORR's model track access contract.

4. The expression of access rights and the use of capacity

4.1 Benefits: please set out what specific benefits the proposal will achieve, including a justification for requiring the rights and their characteristics. Please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please also describe any significant changes in the pattern of services, their benefits to passengers and any impact on other operators, including freight operators. Where appropriate, please provide a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application. **C&Ps paras 4.26-4.35**

May 2018 Access Rights

The key changes in May 2018 are as follows

- High peak trains through the Central Core increased from 15tph to 18tph.
- Off peak trains through the Central Core increase from 12tph to 15tph.
- Introduction of Thameslink services to Cambridge & Peterborough.
- Introduction of Thameslink services to Orpington, Rainham, Horsham, Littlehampton (peak only) and Littlehampton (peak only).
Redesign of existing services on Midland Mainline and Brighton Mainline.
Additional off peak Great Northern metro services into Moorgate,
- Removal of some Southern services on Brighton, Horsham and Littlehampton flows.
- Redesign of the Southern Metro timetable.

The key similarities between May 2018 and the existing timetable

- 2 Thameslink train per hour in each direction round the Wimbledon Loop.
- 2 Thameslink trains per hour between Blackfriars and Sevenoaks via the Catford Loop.
- 1 train from Kings Lynn and 1 train an hour from Ely to Kings Cross retained on Great Northern.
- Southern service from London Victoria the east and west coasts remains the same frequency of two train per hour (with splitting at Haywards Heath and Horsham)
- Most southern Metro services retain the same frequency of 2 tph.
- Limited changes to both the East and West Coastway.
- Southern West London Line service to remain 1 tph off peak the additional peak shuttles as per now.
- Gatwick Express service to remain at a frequency of up to 4 tph between Victoria and Gatwick Airport.

The key services within each service group are detailed below.

Thameslink North Outer (ET01)

This service group now only covers Bedford services, with a few exceptions which start further south at the start of service. The rest of services are moved to the new service group ET12

- Bedford to the Core remains 8 tph trains high peak and 4 tph trains off peak.
- Majority of services run fast with only limited stops.
- A small number of overnight services will call all stations between Bedford and the Core.

Thameslink North Metro (ET12)

This new service group cover the Thameslink metro services which used to sit in ET01.

- Luton to Core remains 4 tph peak and 2 tph off peak,
- Two trains per hour peak will start and terminate at Kentish Town.
- 4 trains per hour to start terminate at St Albans City all day (currently only 2 tph do this off peak).

Thameslink Sussex Outer (ET02)

This service group still covers Thameslink service on the Brighton Mainline but is extend to include services to ex Southern services to Horsham, East Grinstead and Littlehampton.

- 3 trains per hour between London Blackfriars and Brighton
- 2 trains per hour to between London Blackfriars and Gatwick – some trains will be extended to Three Bridges.
- 2 trains per hour between London Blackfriars and Horsham replacing existing London Bridge Southern service.
- 2 train per hour between Blackfriars and East Grinstead peak only.
- 2 trains per day between Blackfriars and Littlehampton replacing existing London Bridge Southern Services.

Thameslink South Metro (ET03)

This service group now covers both the Wimbledon Loop and Thameslink metro services to Kent.

- 4 trains per hour round the Wimbledon Loop (2 an hour in each direction) as today.
- 2 trains per hour to Sevenoaks via the Catford Loop (these trains will nearly all start & terminate in the Blackfrairs bay platforms and not run through to the core.)
- 2 trains per hour to Orpington via Catford Loop.
- This means the Thameslink frequency on the Catford Loop is increased to 4 trains per hour.

Thameslink Kent Outer (ET13)

This is a newly created service group for the new Thameslink services that will operate on current South Eastern routes to Kent. From May 2018 there will be only one set of services in this service group. Additional services to Maidstone will be add from December 2019 as part of future supplemental,

- 2 trains per hour between Blackfriars to Rainham via London Bridge and Greenwich.

Great Northern Metro (ET04)

From May 2018 this service group will cover both Thameslink and Great Northern branded metro services operating on the East Coast Mainline south of Stevenage

Great Northern branded services

- Moorgate services increases from 6 tph to 8 tph off peak.
- Peak Moorgate volumes remain the same, some changes to service patterns.
- 4 services per hour all day between Moorgate and Welwyn Garden City.
- 6tph peak and 4 tph off peak on the Hertford Loop.

Thameslink branded Services

- Peak services between Welwyn Garden City and Kings Cross, (most of these will be diverted to the core in future timetables).

- 3 service per day in each direction between Welwyn Garden City (or Finsbury Park) and the Core.

Great Northern Mainline (ET05)

From May 2018 this service group will cover both Thameslink and Great Northern branded services operating on the East Coast Mainline to Peterborough, Cambridge and Kings Lynn.

Great Northern branded services

- Majority of service replaced by Thameslink Services.
- Existing trains between London King Cross and Ely/Kings Lynn remain, with some minor retimings (tph combined).
- 2 trains per peak hour between Baldock and Kings Cross
- Peak only trains retained between Kings Cross and Peterborough (2 tph)

Thameslink branded services

- Peak trains to operate between Kings Cross and Biggleswade/Royston
- 2 tph between Peterborough and the core (going on to Horsham)
- 1 tph between Cambridge and the core (semi fast, runs to Brighton)
- 2 tph between Cambridge to Cambridge North and Kings Cross (in December 2019 this flow will be diverted to run through the Core to Maidstone).



Thameslink services from May 2018

Southern Coastway (ET07)

This service group cover the services that serve the coastal routes that are based out of Brighton. There are very few changes being made to this service group.

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- No significant changes to West Coastway other than minor timetable changes.
- New hourly Brighton to Lewes shuttle to meet passenger demand.
- Ashford international services start/terminate at Eastbourne instead of Brighton

Southern Mainline (ET08)

This service group covers Southern services between London (primarily Victoria) and the Coast. It also covers services East Grinstead, Uckfield, Reigate, Tonbridge via the Brighton Mainline. GTR has also taken the opportunity to move the exiting Southern services to Horsham, Guildford and Dorking via Epsom into services into this group.

- The amount of Southern Services between Victoria and Brighton is reduced with peak services replaced by Thameslink and Gatwick Express services. Off peak frequency remains 2tph.
- Southern services between London Bridge and Horsham, Littlehampton and East Grinstead are replaced by Thameslink services.
- 2 Trains per hour to West Sussex Coast via Horsham (1 tph to Portsmouth and 1 tph to Southampton). At Horsham the trains will split with the rear portions serving Bognor Regis.
- 2 Trains per hour to East Sussex Coast via Haywards Heath (to Ore, Hastings or Eastbourne). At Haywards Heath the trains will split with the rear portions serving Littlehampton.
- Direct service between London Victoria and Reigate with a shuttle service running between Redhill and Tonbridge.
- Services between Victoria to and East Grinstead to remain 2tph.
- London Bridge to East Grinstead will remain hourly.
- Services to Horsham, Dorking and Guildford via Epsom moved to this service group.

Southern Metro (ET09)

This service group covers Southern Metro services operating out of London Bridge and Victoria and serving the South London Area. The majority of services are similar in frequency and pattern to today's timetable. However the base timetable has been altered to improve reliance and reliability.

- Service between Epsom Downs and Victoria increased from 1 to 2 tph.
- Faster train services between Caterham and London Bridge (runs combined with Tattenham Corner portion north of Purley to reduce use of network capacity).
- Timetables for Norwood Junction, Beckenham Junction and Crystal Palace simplified with consistent peak and off peak services.
- Existing service between London Bridge and West Croydon via Tulse Hill extend to Caterham during off peak times.
- Off peak service between Victoria and Caterham removed.

Key service pattern

- 2 tph between London Victoria and London Bridge via Streatham Hill.
- 2 tph between London Victoria and West Croydon via Streatham Hill.
- 2 tph (peak only) London Victoria and Caterham & Tattenham Corner via Norbury.
- 2 tph between London Victoria and Epsom Downs via Norbury and West Croydon.
- 2 tph between London Victoria and Epsom via Hackbridge.
- 2 tph (off peak) between London Bridge and Coulsdon Town via Sydenham.
- 2 tph between London Bridge and Caterham & Tattenham Corner via Sydenham.
- 2 tph (off peak) between London Bridge and Caterham via Peckham Rye.
- 2 tph (peak between London Bridge West Croydon via Peckham Rye.
- 2 tph between London Bridge Beckenham via Peckham Rye.
- 2 tph (peak only) between London Bridge to Sutton via Peckham Rye.
- 2 tph (peak only) between London Bridge to Sutton via Sydenham.

Southern West London Line (ET10)

This service group covers the cross London service between Croydon and Milton Keynes via the West London Line and West Coast Mainline.

- No significant changes made to weekday or weekend services on this group.
- 1 tph between East Croydon and Milton Keynes plus additional peak shuttles between

Clapham and Watford Junction.

- All services will be within one train service code as opposed to changing codes at Kensington Olympia.

Gatwick Express (ET11)

This service group cover the limited stop express service serving London Victoria, Gatwick Airport and Brighton.

- Less trains overall due to removal overnight services for improved engineering access.
- Service remains up to 4tph but timings have changed.

Benefits

Wider benefits of 2018 changes

- A redesigned and simplified Southern network.
- All four of GTR's brands have had their timetables redesigned to improve performance and meet passenger demands.
- An additional 56 carriages allocated to southern routes,
- Joint working between Network Rail, GTR and other operators has led to operators bidding integrated 2018 timetables
- Implementation of findings from Network Rail's TRIP analysis including SRT, headway and junction margins changes.
- Simplified track layouts in the London Bridge area providing a more reliable and less congested network.
- By the end of the GTR franchise 1,514 new train carriages will be introduced.

4.2 Adequacy: please set out how you have satisfied yourself that there is enough network capacity for the services in the proposal. Please also set out whether there are any implications for overall network performance and the facility owner's maintenance and renewal activities. **C&Ps paras 4.12-4.45**

The May 2018 timetable is part of the wider Thameslink Timetable. GTR, Network Rail and other train operators affected by this timetable have been jointly working on this timetable concept for the past 2 and half years. This led to operators bidding their May 2018 timetable into trains slots that had been agreed in advance so Network Rail would receive a joined up train plan.

Over the past 10 years the Thameslink programme has been delivering the infrastructure that is required for the 2018 timetable to operate. This includes the following.

- Remodelling of London Bridge Station and approaches
- Remodelling of Blackfriars Station and Junction.
- The provision of ATO in the Thameslink Core
- The opening of the Canal Tunnels
- Platform extensions across the Thameslink Route to allow the operation of 12 Cars trains

The timetable has been constructed in a way to grant Network Rail the required maintenance access. For example there are no Thameslink services through the core on a Sunday before 0920 to allow Network Rail extended access for maintenance.

Conflicts with EAS

During the validation stage concerns were raised about some services clashing with Engineering Access Statement. These services have been removed from this supplemental while this is investigated and they are included within the disputed application.

Performance modelling

There has been extensive performance modelling (TRAIL & RailSys) to enable performance analysis of the full timetable which has informed where mitigating actions are required as part of the Readiness programme. This is further supported by the £300 million DfT-funded Thameslink Resilience works (Big Plan) in preparation for this enhanced timetable.

The impact on performance levels having accounted for Readiness and Resilience plans for the TOCs affected by this application are shown in Appendix B.

Please note that the performance modelling was carried out on the end state '24 tph' timetable, and therefore includes a higher frequency of service than the May 2018 timetable change. Furthermore, the performance modelling shows the impact at times of perturbation only.

A summary of all key operators impact is below:

Joint application:

- Southeastern & GTR shows either a slight improvement or steady state;

Disputed application:

- East Midlands Trains, Virgin Trains East Coast, Grand Central and Hull Trains shows a slight worsenment in overall performance, however this is a recognised trade-off for the enhanced capacity, as explained further in Section 5 above.

4.3 Flexing rights: please provide a general description of the extent of any limitations on the facility owner's flexing rights in the proposal. Please provide the rationale for the extent of any limitation on the flex provided, including any changes to pre-existing services, and the extent to which the provisions have been agreed with the facility owner. **C&Ps paras 2.27-2.33**

All rights are quantum only and do not contain limitation on flex.

4.4 Journey time protection: please describe whether the proposed contract gives journey time protection to any services (by establishing maximum journey times, fastest key journey times or maximum key journey times), and explain the reasons for this, with reference to ORR's criteria. **C&Ps paras 8.90-8.103**

No Journey time protection is being requested.

4.5 Specified equipment: please give full details of any changes to specified equipment (rolling stock), including timescales, and how much of 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 being sought. **C&Ps paras 8.87-8.90**

No changes being made to specified equipment. All traction types are already listed in the track access contract.

4.6 Franchise obligations: please explain whether the proposed services are necessary to fulfil obligations under a franchise or concession agreement. **C&Ps paras 4.3-4.4**

The May 18 Timetable is the 1st phase of delivering the final Thameslink Timetable as specified in the GTR Franchise Agreement.

4.7 Public funding: please state whether (and if so to what extent) the proposed services are subject to financial support from central or local government (other than the Department for Transport or Transport Scotland), including Passenger Transport Executives. Please also provide a point of contact at that body. **C&Ps paras 3.52, 4.25, 4.35-4.39**

There is no public funding of the service.

4.8 Passenger Focus and, where applicable, London TravelWatch: please state whether (and if so to what extent) the proposed services have been discussed with these bodies. Please also provide copies of any relevant correspondence. **C&Ps para 4.39**

Passenger Focus and London TravelWatch will be consulted as part of this Industry Consultation.

4.9 Route utilisation strategies (RUSs): if applicable, please state which RUSs (including the Freight RUS) are considered relevant to this application and whether the proposed rights are consistent with that RUS. If the proposed rights are not consistent, please explain the reasons for this. **C&Ps paras 4.5-4.8**

Strategic Planning have confirmed that this proposed sale broadly aligns with the Route Studies.

One change to the Thameslink Services specification since the route studies were published is the Luton to Rainham services. This replaces the plans for Thameslink services to serve Tatteneham and Caterham. The change was made at the request of the Department for Transport.

5. Incentives

5.1 Train operator performance: please describe any planned projects associated with the operation of the proposed services aimed at improving your performance. **C&Ps paras 4.26-4.36**

The 2018 timetable is about much more than just capacity and expansions of the Thameslink. Improving the performance of GTR services, and those in the wider South East is a key component of the changes being made.

To prepare for 2018 GTR is undertaking a Metroisation Programme. The Metroisation Programme consists of a number of workstreams, made up of a number of projects. These work streams fit into one of 6 'pillars'.

1. Optimised timetable development – a WTT linked to the asset management and possession strategy
2. Operational Delivery – Infrastructure availability and reliability, infrastructure for drivers and fleet availability.
3. Passenger Handling – management of passengers and trains to speed up station dwell times.
4. Command & control – fit for purpose protocols covering service recovery, contingency planning and incident response.
5. System integration – Network wide control focusing not only on the core but wide operation.

6. Organisational Culture

The outcome of this motorisation is summarised below

Timetable Performance Improvements

- A redesigned and simplified Southern network.
- Increased turnaround times at terminal locations across the network.
- Increased dwell times at busy stations to allow increased numbers of passengers getting on and off trains.
- Implementation of findings from Network Rail's TRIP analysis including SRT, headway and junction margins changes.
- Trains services to become self-contained to dedicated routes, reducing the spread of delays from incidents and making it easier to recover from service disruption

Operational Improvements

- Metro style operations to be introduced to the Thameslink core.
- The 'Pit Stop' initiative – specific training for station staff regarding how to dispatch services in the quickest safest way.
- Only one type of traction to operate all Thameslink services, benefiting from wide doorways and spacious interiors which reduce station dwell times.
- Automatic Train Operation being introduced into the core which reduced headways through the core through consistent driving characteristics.
- Platform humps at core stations to allow disabled passenger quicker access to trains without the need of ramp.

Driver Depot Strategy

- Depots to be relocated to where trains start or are stabled reducing the needs for crew relief.
- No crew relief to take place during the peak.
- Drivers to be aligned to the service groups they operate keeping any delays isolated to that service group.
- End to end running with the driver taking the train all the way.

5.2 Facility owner performance: please describe any planned projects associated with the operation of the proposed services aimed at improving the facility owner's own performance. **C&Ps paras 4.26-4.36, 5.1**

The Thameslink Programme has delivered many enhancements in preparation for the new, longer trains and higher frequency timetable which in turn will help improve performance. The many enhancements include but are not limited to;

Major Station Redevelopments:

London Bridge, Blackfriars, Kings Cross and St Pancras, City Thameslink and Farringdon have all been transformed through the different stages of the programme to accommodate the longer, high frequency trains and the increase in passenger footfall. Such upgrades have involved extensive work on the railway infrastructure.

In particular, the latest major redevelopment of London Bridge has unlocked constrained capacity within the infrastructure and the signalling has been upgraded to accommodate a lot more trains in the high peak. Furthermore, the new station concourse has improved passenger circulation, which also contributes to an improvement in performance.

There have also been many other stations along the route that have had upgrades, mainly involving the input of platform extensions.

New Infrastructure and redevelopments:

There have been many infrastructure developments that have been implemented under the Thameslink Programme which have all been designed to be resilient, examples of such works include;

- Canal Tunnels – providing the “Thameslink Core”
- Bermondsey Dive Under – grade separated cross over to avoid BML services impacting with services from Charing Cross/ Cannon St.
- Borough Market Viaduct – providing infrastructure into/ from Charing Cross

There have also been many more infrastructure works along the routes to input Overhead Line Electrification (OLE), upgrades of signalling to accommodate the new technology and the replacement and improvements of many assets.

Automatic Train Operation (ATO)/ European Train Control Systems (ETCS):

The installation of ATO and ETCS ensures the operation of the high frequency service, as trains departing on time will increase due to the automatic nature. The equipment also utilises capacity of the network, and increases consumption efficiency.

Thameslink Readiness Work Streams:

The preparation work for Thameslink has involved a series of Readiness Work streams, Service Delivery Groups (SDG's), and Industry Readiness Boards (IRB) to ensure that the implementation has been diligently planned, that the timetable is deliverable and that the infrastructure has the capability to deliver the increased frequency of service. The Readiness Work streams have addressed a number of key business areas, and have used the expertise of industry subject matter experts and systems to plan, identify and mitigate the operation of the Thameslink timetable.

Key areas of operational readiness have been identified for the initial May 2018 WTT changes and beyond, leading to the full Thameslink service introduction in December 2019. The Thameslink readiness programme covers both Network Rail and GTR operational delivery work streams including (but not limited to) maintenance access and asset monitoring, contingency planning, stations operations, systems readiness, cross route communications and resource requirements. Delivery of these workstreams is an ongoing process throughout 2018/19 though key areas have been identified for delivery ahead of the May 18 WTT commencement (e.g. contingency regulation and recovery planning across all relevant NR routes has a implementation and testing schedule February-March 2018. Anglia route signaller workload mitigation delivery for the May 18 WTT introduction will require route resource and work changes while the identified panel changes are progressed) Engagement

with all relevant routes regarding Thameslink project delivery is an ongoing process as is ensuring process and mitigations/actions identified at SDG/IRB and route TCRAAG's as each timetable change is delivered.

In particular, the timetable development for Thameslink has seen a complete rewrite of the 2018 timetable, in which Network Rail Capacity Planning, and GTR entered into an early timetable consultation period to ensure that maximum planning went into building the '24 tph' end result timetable, with a Thameslink timetable planner team created to guarantee dedicated resource. Within this work, GTR has completely redesigned the timetable for all four of the GTR brands, and we have worked closely with other affected operators who have also redeveloped their timetables as much as possible in order to accommodate the changes.

In order to facilitate this, the development work of the timetable and the associated Sale of Access Rights has been consulted with industry from an early stage; Event Steering Group (ESG) meetings were held with the operators and industry stakeholders from 2014 to ensure that all competing aspirations and timetable needs were taken into consideration. Furthermore, the CRE team have engaged all key stakeholders over the past 15 months in the lead up to the full Sale of Access Rights by having a series of meetings with key industry stakeholders such as the periodic meetings with the ORR/DfT/GTR and industry consultation groups.

Thameslink Resilience Programme:

In order to ensure timetable resilience along areas outside of the new infrastructure, the Thameslink Resilience Big Plan has seen an investment of £300m from the Department of Transport to upgrade existing infrastructure to improve performance along the route.

The Brighton Mainline will see significant upgrades and the project is a key part of the £300m Department for Transport-funded Thameslink Resilience Programme and a once-in-a-generation opportunity to focus on this section of railway, which is responsible for more delays to passengers than any other section on South East route.

The blockades will focus on four Victorian-era tunnels – Balcombe, Clayton, Patcham and Haywards Heath – and the railway that runs through them. Work will include providing more reliable drainage, with replacements or upgrades being made to track, the third rail power system and signalling. This work is essential to improve resilience and support the high-frequency Thameslink service which will see 24 trains per hour between St Pancras and Blackfriars from 2019.

5.3 Monitoring of services: would all proposed services be monitored for performance throughout their journeys, consistent with our policy in paragraph 5.50 of the criteria and procedures? If not, please state the reasons for this is in line with the permissible circumstances described in paragraph 5.51 of the criteria and procedures. **C&Ps paras 5.50-5.56**

Performance of all services will be monitored throughout the May 2018 timetable, and specific measures for performance have been put into place. There are several Readiness work streams that have also deployed mitigations to any perceived risk of a detriment in performance.

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5.4 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. **C&Ps para 5.38-5.40**

There are no Performance Regimes Changes as part of this supplemental. A separate application will be submitted in spring of 2018 to update the Appendix 1 of Schedule 8.

6. Enhancement

6.1 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). **C&Ps paras 4.80**

The overall May 2018 timetable provides for the delivery of the DfT funded £6bn Thameslink Programme. The Thameslink Programme has delivered many enhancements along the route and all of the Network Change processes have been followed throughout. The enhancements that have been delivered include but are not limited to;

- Redevelopment of London Bridge station (completed in January 2018).
- New Infrastructure at London Bridge including the Bermondsey Dive Under and development of the platforms.
- New Infrastructure input to link the North and the South via the Canal Tunnels "The Thameslink Core".
- Redhill Platform 0 and other platform enhancements such as platform extensions along the route.
- Depots & Stabling Programme – this has involved a series of upgrades and redevelopments along the route at locations such as Hornsey, Three Bridges and Cricklewood to name a few.
- Automatic Train Operation (ATO)/ European Train Control System.
- Upgrades to ensure that locations are Class 700 compatible such as the installation of Platform Humps.

6.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with ORR's [Policy Framework for Investments](#), and summarise the level and duration of payments, and the assumed rate of return (see chapter 3 of the Conclusions document). **C&Ps paras 5.6, 5.12-5.14**

N/A

7. Other

7.1 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). **C&Ps paras 3.18-3.19**

This application is concurrent with GTRs disputed section 22A application for the Thameslink, Great Northern and remaining Southern services that are not currently agreed with Network Rail. This is labelled the proposed 15th Supplemental Agreement.

It is anticipated that the 15th Supplemental agreement will be withdrawn and any outstanding Access Rights will be dealt with separately.

7.2 Supporting information, side letters and collateral agreements: please:

- state here any relevant information in support of the proposal, including a list and explanation of any other material being submitted (and supply copies with the application). **C&Ps para 4.33**
- 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. **C&Ps paras 6.12-6.16, 6.21**

This application should be read in conjunction with the following supporting appendices;

- Appendix A – DRAFT Supplemental Agreement
- Appendix B – Performance Modelling Summary

7.3 Confidentiality exclusions: please list any parts of your application which you have excluded on the grounds of confidentiality, from the version of the proposed contract sent to consultees for any pre-application consultation process, and provide reasons. If there has been no pre-application consultation, you should state any parts of the application and proposed contract you want us to exclude from publication. **C&Ps paras 3.29-3.34**

N/A

Note: Where a pre-application consultation is to be undertaken in line with the Code of Practice, the remainder of this application should not be completed until after that consultation has been completed

8. Pre-application consultation

8.1 The consultation: has a pre-application consultation been carried out in line with the Code of Practice? If yes, please:

- state who conducted the consultation;
- list all train operators, franchising authorities and any other parties that were consulted, stating which parties responded and attach their responses and any associated documentation to this form; and
- state the period allowed for the consultation. If this was less than 28 days, please explain the reasons for this.

If a pre-application consultation has not been carried out, please explain the reasons and whether any informal discussions have been held with any third parties who might be affected by this application and the nature of any concerns which they raised. **C&Ps paras 3.62**

The 14th and 15 Supplementals were sent out jointly for Industry Consultation by Network Rail on the 2nd February 2018. The following organisations were consulted.

East Midlands Trains.

Great Western Railway

Cross Country

Virgin East Coast

Grand Central

First Group

Great Anglia

West Midlands Trains

Arriva Rail London

Southeastern

South Western Railway

HS1 Ltd

Direct Rail Services

GB Railfreight

DB Cargo

Alliance Rail

Mary Bonar

Chris Phillimore, TIR LTD

HS2

Freightliner Limited

Freightliner Heavy Haul Limited

Hutchinson Ports

MDS Transmodal

Rail Freight Group

Colas Rail

Harsco

British American Railway Services

Maritime Transport

Rail Operations Group

Victa Railfreight

Geldard Consulting

Department for Transport

Transport for London

London Travel Watch

Passenger Focus

8.2 Resolved issues: please set out any issues raised by consultees which have been satisfactorily resolved. You may wish to refer to responses attached to this form. Please explain any changes as a result of the consultation.

Arriva Rail London responded to both the 14th and 15 supplemental asking for more information regarding which services were changing and what the impact of this would be to their services. GTR responded providing a simplifier comparing the December 2017 timetable to the May 2018 timetable at key locations on Arriva Rail London network. David Rourke emailed on 7th February 2018 confirming that Arriva Rail London had no further questions regarding the application.

Lee Shuttlewood of South Western Railway contacted Tom Causebrook by phone asking if the quantum of trains between London and Portsmouth Harbour were correct as he believed there was significant different between the arrivals and departures. Tom Causebrook explained that in Southbound direction the Access Rights were from London Victoria to Portsmouth Harbour, but Northbound the Access Rights are only to Hosham. This is as a result of trains attaching at Horsham to other services. Tom Causebrook advised that the quantum of Access Rights was correct.

Lee Shuttlewood of South Western Railway emailed Tom Causebrook having spotted a discrepancy between the number of trains in the two supplementals on a Sunday for description 7.38 where the 14th showed a higher number than the 15th. Tom Causebrook confirmed there was an error in the 14th agreement and Network Rail reissued the documentation with the corrected quantum.

Virgin East Coast wrote to Tom Causebrook on the 2nd March confirming that they supported the application.

8.3 Unresolved issues: please set out any issues raised by consultees which have ***not*** been satisfactorily resolved, including any correspondence with that consultee. You may wish to refer to responses attached to this form. Please explain why you think these issues should not stop ORR approving the application.

Grand Central

On the 27th February 2018 Jonathan Cooper of Grand Central wrote to both Network Rail and GTR stating that although Grand Central were supportive of the Thameslink project they could not support the Access Rights application until their concerns were resolved. The issues were as follows;

1. Concern how the two applications would work together.
2. Concern that the Modelling and the LNE Strategic Business Plan showed differences
3. That Grand Central would be impacted by longer journey times.
4. Questions regarding what extent validation issues had been resolved
5. Questions regarding how EAS issues were being resolved.

Tom Causebrook wrote back on the on 14th March confirming the following;

1. That the intention was to combine the 14th and 15 supplementals in to one application
2. That the LNE Route Strategic Business Plan was based on high level assumptions covering more than just the Thameslink changes. Further performance information was provided to Grand Central
3. Although it was noted that some journey times would increase for Grand Central it was also observed that other journeys improved and as result we do not foresee a financial impact to Grand Central.
4. That at the time of writing the letter the majority of paths had now been offered.
5. That GTR and Network Rail continued to work together to find solutions for any services that were non-compliant with the engineering access statement.

A copy of this letter is attached to this application. No response has been received yet from Grand Central.

East Midlands Trains

On the 2nd of March 2018 Lanita Masi wrote to Network Rail confirming Conditional Support for the application. The condition was that Network Rail confirmed that there were provisions to accommodate the additional long distance path per hour on the Midland Mainline. GTR raised a series of other points that they also wish clarification on.

GTR wrote to EMT on the 19th March 2018 having jointly worked with Network Rail on the response. This confirms that provision has been made for the 6th path and also answers EMT's wider questions. A copy of this letter attached to this application.

9. 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 **C&Ps para 3.40***

In the case of agreed applications under section 18 or 22, Network Rail should fill in the required information in the box below. For disputed applications under section 17 or 22A, the applicant should fill in the required information.

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)

10. Submission

10.1 What to send: please supply, in hard copy, the signed application form, one copy of the proposed contract or amendment, with copies of any documents incorporated by reference (other than established standard industry codes or other documents) and any other attachments, supporting documents or information. **C&Ps para 3.39**

Please also supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form, by e-mail or on disc, **in plain Microsoft Word format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting). **C&Ps para 3.37-3.38**

10.2 Where to send it:

Manager, Track Access Team
Directorate of Railway Markets and Economics
Office of Rail and Road
One Kemble Street
London
WC2B 4AN