

## 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](http://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):

28<sup>th</sup> SUPPLEMENTAL AGREEMENT between NETWORK RAIL INFRASTRUCTURE LIMITED and GOVIA THAMESLINK RAILWAY LIMITED relating to the Track Access Contract dated 02 March 2016. Section 22 Application.

**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: Andriana Shiakallis	Contact individual: Tom Causebrook
Job title: Franchise and Access Manager – South East	Job title: Track 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: 077109 58737	EC3R 8AJ
Fax number: None	Telephone number: 07976 112334
E-mail address:	Fax number: None
Andriana.Shiakallis@networkrail.co.uk	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 2019 (May 2019)

**End date:** Subsidiary Change Date 2022 (May 2022)\*

The supplemental seeks to amend GTR's Access Rights as a result of timetable changes that are being made in May 2019. This will see the following key changes to GTR services weekday services

- The services between Cambridge to Brighton will increase from 1 train to 2 trains per hour.
- The majority of existing services between Stevenage and Moorgate will be cut back to originate or terminate at Watton-at-Stone.

Amendments will be made to access rights in Service Groups ET01, ET02, ET04 and ET05. All access rights will be firm rights with the exception of additional access rights in ET05 which will be contingent rights.

\*The following access rights will expire in May 2020.

- The additional Access Rights between Brighton and Central London within Service Group ET02 which are linked to contingent rights in ET05
- The additional contingent rights in ET05 between Cambridge and Central London

**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**

Not applicable.

**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**

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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**

This section provides a commentary of the timetable changes and the associated amendments to the Access Rights with Schedule 5. All changes are being made to weekday services.

##### Changes to Table 2.1 – Passenger Trains Slots

###### ET02

Timetable Change	Access Right Change
Blackfriars to Brighton (from Cambridge) will increase from an hourly to half hourly service on weekdays.	Description 2.2 weekday increases from 16 to 32.
Brighton to St Pancras (final destination Cambridge) will increase from an hourly to half hourly service on weekday.	Description 2.6 weekday increases from 18 to 32

###### ET04

Timetable Change	Access Right Change
18 of the 21 services from Stevenage to Moorgate will start forward at Watton-at-Stone.	Description 4.4 reduced from 21 to 3 SX Description 4.5 increased from 17 to 35 SX.
17 of the 20 trains from Moorgate and Stevenage will terminate at Watton-at-Stone.	Description 4.18 reduced from 20 to 3 SX. Description 4.19 increased 18 to 35 SX.
The 1 Kings Cross to Stevenage will terminate early at Watton-at-Stone	Description 4.26 SX reduced to from 1 to 0. New description 4.30 added with a quantum of 1 SX

**ET05**

<b>Timetable Change</b>	<b>Access Right Change</b>
2 x King's Cross to Royston services will terminate early at Baldock	Description 5.39 removed from tables 2.1 and 4.1  Description 5.32 evening peak increased from 1 to 3.

**ET12**

<b>Timetable Change</b>	<b>Access Right Change</b>
Existing 9V85, 2309 St Albans to Sutton will be extended to start at Luton both SX.	Description 12.5 off peak increased by a quantum of 1.  Description 12.7 off peak decreased by a quantum of 1

**Changes to Table 2.2 – Additional Passenger Train Slots**

<b>Timetable Change</b>	<b>Access Right Change</b>
Cambridge to Blackfriars (final destination Brighton) will increase from an hourly service to a half hourly service.	New entry added for description 5.13 with a quantum of 16 trains SX.
The St Pancras to Cambridge services (from Brighton) will increase from an hourly service to a half hourly service.	New entry added for description 5.31 with a quantum of 14 trains SX.

**Changes to Table 4.1 – Calling Patterns**

- New description 4.30 added for Kings Cross to Watton-at-Stone.
- Removal of reference to description 5.39 (Kings Cross to Royston)

Benefits

Wider benefits of 2018 changes

- Weekdays services between Cambridge and Brighton increases from from 1 to 2 trains per hour.
- 20 trains per hour through the Thameslink Core Stations in the high peak.

**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 28<sup>th</sup> Supplemental introduces the second phase of the Thameslink timetable changes and is an extension to the May 2018 Timetable Change. Although the May 2018 only introduced 18 trains per hour through the Thameslink Core it was devised around the full 24 trains per hour timetable. This allows additional trains in the following phases to be slotted into their pre-identified train slots.

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.

**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 any flexing limitations.

**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 are being made to specified equipment.

**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 services that GTR is seeking to operate are part of GTR Train Service Requirement with the Department of Transport.

**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 services.

**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**

The East Coast Mainline, East Midlands and South East Route Studies all make reference to the proposed Thameslink timetables.

This application is consistent with these Route Studies as the services that are being introduced are part of the original 2018 Thameslink Timetable specification.

## 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**

A number of initiatives were devised for the commencement of the May 2018 timetable and these continue to be relevant for this application.

### Timetable Performance Improvements

- 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 through the Thameslink core.
- The 'Pit Stop' initiative which has provided specific training for station staff regarding how to dispatch services in the quickest safest way.

- All Thameslink services are operated by Class 700s which benefit from wide doorways and spacious interiors which reduce station dwell times.
- 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.
- 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.
- Continued training of new drivers.

#### **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.



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 the opportunity to focus on this section of railway.

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 eventually see 24 trains per hour between St Pancras and Blackfriars.

Some of the work was undertaken at Christmas and a 9 day blockade is schedule for February 2019 at Balcombe.

**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**

Following the introduction of the May 2018 TT, Performance for GTR and the affected Routes deteriorated due to a number of contributing factors. In order to alleviate the Performance detriment and improve the service being provided to our Customers, Network Rail , GTR and the Industry via the Industry Readiness Board (IRB) collectively agreed in July 2018 to introduce an Interim Timetable temporarily reducing over 200 services from GTR's TT (mainly on Great Northern and Thameslink Brands). This immediately saw an improvement in GTR and other Operators' Performance compared to that of May. GTR phased the re-introduction of these services from September in the Peak with a full running of the planned May 2018 service levels from the December 2018 TT.

The performance following this has been closely monitored at IRB and by Industry Stakeholders and the results so far are positive. GTR's PPM has increased and we have seen corresponding improvement on interacting Operators.

However we will continue to monitor performance Delivery and continue to engage with affected Operators via IRB and other appropriate Industry Forums.

**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.

## 6. Enhancement

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**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 Thameslink 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 a stand alone application. However recently a number of supplementals have been submitted to the ORR. The only current live application is

- The 27<sup>th</sup> Supplemental which seeks to extend the GTR track access contract and base access rights until SCD 2022. – Informally Submitted to ORR for Review.

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

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- 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 documents:

- Draft 28<sup>th</sup> Supplemental Agreement.
- Mark up versions of tables 2.1, 2.2 and 4.1 showing the changes proposed.

**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**

None

**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**

A 28 day pre-application consultation was carried out between May 17<sup>th</sup> January and the 15<sup>th</sup> February 2019. The consultation was also put on Network Rail website

<https://www.networkrail.co.uk/industry-commercial-partners/information-operating-companies/sale-of-access-rights/>

The following originations were consulted.

East Midlands Trains

Great Western Railway

Cross Country

Virgin East Coast (since renamed (London North Eastern Railway)

Grand Central

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Arriva Rail London  
Southeastern  
South Western Railway  
HS1 Ltd  
Direct Rail Services  
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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  
Vista Railfreight  
Geldard Consulting  
Department for Transport  
Transport for London  
London Travel Watch  
Passenger Focus

**The following organisations responded with comments or concerns**

Transport Focus – responded 17/01/2019 (see resolved issues)

ARL – responded 18/01/2019 (see resolved issues)

Greater Anglia – responded 15/02/2019 (see unresolved issues)

GB Railfreight – responded 14/02/2019 (see unresolved issues)

**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.

Transport Focus

On the 17<sup>th</sup> January Transport Focus responded regarding the Stevenage services where they are being amended back to start and terminate at Watton-at-Stone. Transport Focus asked the reason behind this and how passengers would be able to continue to make journeys.

On 21<sup>st</sup> January GTR responded confirming this was as a result of the delays to the scheme to build the bay platform at Stevenage Station. This means the capacity is not available to run both the Stevenage services and the additional services between Cambridge and Brighton. GTR confirmed that a shuttle bus would be provided until the bay platform was commissioned.

Arriva Rail London

On the 18<sup>th</sup> January 2019 ARL responded asking for confirmation the following.

1. That the St Pancras and Brighton paths are already in the timetable; and
2. If the new paths would require any re-timings which might impact Greater Anglia at Cambridge?

Network Rail responded on the 31<sup>st</sup> March 2019 and confirmed the following

- The services between St Pancras and Brighton are NOT in the current December 2018 Timetable.
- These services were originally validated taking into account GA Paths. Anglia Route Capacity Planning has confirmed the services have been checked through again and are in the same paths as a Kings Cross – Cambridge in the current Timetable.

ARL have confirmed this answered their questions

**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.

Greater Anglia

On the 15<sup>th</sup> February Greater Anglia responded advising that it had serious concerns with the application. These were as follows

- That Greater Anglia's performance had decreased as a result of the previous timetable changes and an additional train would lead to further reductions in performance.
- That there was no performance modelling provided.
- That GTR would be using all the existing 12 car platform capacity at Cambridge
- That GTR would use all the paths between Cambridge and Shepreth Branch Junction.

On the 8<sup>th</sup> March GTR responded with the following points

- Performance analysis carried out by Network Rail showed that although there was impact during the timetable disruption performance had now return to a steady state comparable, if not better than pre May 2018.
- Analysis by GTR revealed that GTR was only using 96 minutes of 12 car platforming availability per hour leaving 84 minutes for other services.
- That the timetable had been designed to reduce clashes and capacity usage at Shepreth Branch Junction.

Greater Anglia responded to GTR on the 21<sup>st</sup> March advising that it still did not support the application and has asked GTR to make a series of commitments. GTR is considering its response and will reply to Greater Anglia in due course.

#### GB Railfreight

On the 14<sup>th</sup> February GB Railfreight responded advising they had concerns over the application. There were as follows.

- GTR use of capacity on the up direction between Cambridge and Hitchin;
- GB Railfreight felt the high use of capacity raised performance concerns and wanted to see a comparison.

GTR responded on the 18<sup>th</sup> March with the following points

- A comparison of the 15 weeks before the May 2018 timetable change and the 15 weeks up to the end of Period 11 (2018/19) revealed that Great Northern performance had improved.
- GTR would work with GBRf in the future to try and accommodate additional freight traffic.

GBRf responded the same day pointing out that the GTR had not provided the data set it had asked for. GTR responded on the 20<sup>th</sup> March providing the data set and with the following observations.

- There was a reduction in PPM when comparing the two periods GBRf had requested.
- However this is because 2018/19 data set is still impacted by the timetable disruption and GTR proposed an amended set of dates should be used.
- If GBRf compared the data sets proposed by GTR it would show that Great Northern performance had improved
- GTR also observed that there had been a significant increase in performance when comparing Period 10-12 of 2018/19 with the same periods from the previous year, despite there being an extra train per hour.

GTR has given GBRf until the 27<sup>th</sup> March to respond and will advise the ORR of any updates.

## 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 25/03/19

Name (in caps) Tom Causebrook Job title Track Access Manager

For (company) Govia Thameslink Railway Ltd

## 10. Submission

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**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