

APPLICATION TO THE OFFICE OF RAIL REGULATION 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 Regulation (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.rail-reg.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):

The Track Access Contract made between Network Rail Infrastructure Limited and the Great North Western Railway Company Limited

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

<u>Facility Owner</u>	<u>Beneficiary</u>
Company: Network Rail	Company: Great North Western Railway Company Ltd
Contact individual: Rachel Gilliland	Contact individual: Jonathan Cooper
Job title: Head of Freight Policy and Relationship Management	Job title: Head of Contracts
Address: Network Rail The Quadrant Milton Keynes	Address: Alliance Rail Holdings 88 The Mount York
Telephone number: [REDACTED]	YO24 1AR Telephone number: [REDACTED]
E-mail address: [REDACTED]	E-mail address: [REDACTED]

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

GNWR does not yet hold a train operating licence, however we intend to obtain the required licence prior to operation.

3. The proposed contract or amendment

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**

This application is for access rights to operate between London and Blackpool commencing from the Subsidiary Timetable change in May 2019.

The rights sought here replicate the rights sought in the application made by GNWR in June 2014 and May 2015 but with firm rights sought for access to Euston. The reason for this further application is that the rights which were previously approved contained a requirement that GNWR procure rolling stock which was capable of tilt operation. Unfortunately, it has not been possible to secure the necessary derogations needed with regard to TSI non-compliance for a further build of Pendolinos despite the best efforts of the manufacturer Alstom and other parties.

In approving its previous application, the ORR recognised the significant passenger benefits in terms of competition, more direct London - Blackpool services and new journey opportunities that GNWR would offer, including new direct services to and from Poulton-le-Fylde and Kirkham and Wesham, and as a result this new application seeks to ensure delivery of those, and other benefits.

GNWR plans to operate at approximately two-hourly intervals between London and Blackpool. 6 services will operate each way Monday to Friday, 5 services will operate each way Saturdays and 4 services will operate each way on Sundays. The rolling stock used will be a class 225 set comprised of a Class 91 locomotive, 7 Mk4 coaches and a Mk 4 DVT ("225 set"). The calling pattern of these services has been reduced from our current track access contract to be: Poulton-le-Fylde, Kirkham and Wesham, Preston, Nuneaton and Milton Keynes Central to maintain competitive end to end journey times. A copy of the timetable has been provided in Annex A of this form P.

Alliance and Network Rail have been working together in developing these new open access proposals on the WCML for some time, and all parties have been frustrated by the inability to procure tilting rolling stock as specified in the initial contract.

As part of the current application Alliance employed a consultant to assess capacity, the remit of this work was agreed with Network Rail. On completion of the capacity assessment, Alliance handed the work to Network Rail to analyse the outputs with a view to completion by the end of June. On Tuesday 30 May, a Position Paper was taken to Network Rail Sale of Access Rights (SoAR) panel to seek guidance on the proposals. SoAR panel was minded to support the application subject to Class 91 route compatibility and Vehicle Change being completed. Despite this Network Rail has still been unable to confirm the position, and further discussions on capacity remain on-going. The proposed contract is based upon the model contract and seeks rights for a period of 7 years to reflect the further investment to be made in rolling stock and facilities.

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 terms are agreed subject to the following:

- Despite supporting the previous application, Network Rail is currently unable to quantify the amount of capacity available for this small number of services.
- Route and vehicle acceptance of the Class 91/225 sets on the WCML.
- Adequate rescue/recovery plans to mitigate the risk of train failure

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***

This agreement is based upon the Passenger Track Access Model Contract (February 2015 version) which is intended for franchised operators. This contract has been amended to reflect use for Open Access.

The following additional schedules have been included:

Schedule 11 Schedule 4 and 8 modifications reopener
Schedule 12 Use Of Railways Infrastructure Reopener
Schedule 13 ERTMS Reopener

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***

Services are planned as follows:

- London (Euston) to Blackpool North via Preston

Services are planned to operate making use of one of the hourly paths on the WCML that have been identified. This will significantly benefit Blackpool and the Fylde Coast under its new Enterprise Zone status.

GNWR expects services to finish slightly earlier on Saturdays, and start later on Sundays.

Services are planned to be introduced in the May 2019 timetable. The introduction of new services will be in line with the expected acceptance of the rolling stock and the completion of the overhead line equipment on the Blackpool route (expected to be late 2017).

Trains will initially have a capacity of around 400 seats from 7 passenger vehicles. It will be possible at a later date to increase capacity by adding vehicles. The trains have a design speed of 140 mph although they will be initially restricted to 110 mph.

As well as new and improved connectivity between a number of important locations, a number of towns will gain new direct links to London, with services of inter-city quality and speed. Other towns on the WCML will gain a more frequent service to London and the North West, in some cases restoring off-peak inter-city services that were lost in 2008. This will also provide some much needed competition on the route. The planned services address a number of RUS gaps.

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 rights in question have been the subject of independent capacity modelling agreed between Alliance and Network Rail. A copy of this report will be provided to the ORR.

The locomotives are rated at 6480 horsepower and as such are the most powerful passenger locomotive in the UK. The table below shows the available horsepower per vehicle for a class 91 plus 7 Mk4s and a DVT when compared to Virgin West Coast's 390 sets

Class	91 and 7 Mk4 and a DVT	390/0	390/1
Hp per tonne	15	14.7	14.07

The above table clearly shows that the proposed 225 set formation by GNWR will mean that these sets will have more power available per tonne than any of the current fleet deployed on the WCML.

The class 225 units have a design speed of 140mph but because of the current restriction of non-tilt on the WCML they have been timed at 110 mph. This coupled with the shorter formation means that the units have a significant amount of redundancy built in, in terms of power and speed. Based on the 225 units current maximum operating speed of 125 mph the 225 fleet will operate 12% below its 125mph restriction speed and 21% below its 140mph design speed.

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**

The rights sought provide a great level of flexibility for Network Rail and the industry so that most efficient use of capacity can be made to develop a new timetable.

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**

None

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**

GNWR will use a short formed class 225 unit comprised of a class 91 locomotive, 7 Mk4 passenger cars, and a Mk4 Driving Van Trailer. These vehicles have run previously on special services on the WCML. Alliance has engaged with Network Rail and others on route clearance and this discussion is ongoing.

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**

Not applicable

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**

None

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**

We have further discussed with Passenger Focus the re-submission of our Blackpool 110mph application.

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 WCML RUS and Northern RUS are the most relevant.

The key gaps in the RUSs addressed by this proposal are:

Forecast growth in demand between London Euston and the North West,

Support for growth in developing markets

Connectivity between Milton Keynes and the North-West,

Crowding between the following locations: Milton Keynes and Euston

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**

Servicing and Maintenance

Currently it is expected that two sets will be serviced overnight and maintained at Arriva TrainCare Crewe, with one serviced overnight at Wembley. A spare set will be kept at Crewe depot. However discussions with other maintenance providers are on-going.

Reliability

The class 225 units have in the past suffered from periods where they have been less reliable than they should have been. The latest figures reveal the MAA to be 12,691 miles per technical incident. This represents a slight dip in the miles per technical incident. However, to their credit, the current and previous operators of the units have improved performance and reliability over time, and the units are currently undergoing further reliability investments:

- Investment into Mk4 Static Converters (stat cons) to improve their reliability and system operational resilience
- Investment into Mk4 door modifications.
- Mk4 DVT parking brake modification
- Mk4 FDM rack overhaul.
- Class 91 pantograph camera fitment. (Allows detailed investigations into OLE incidents).
- Class 91 MPU Cards overhaul

Contingency Planning

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We will continue to engage with Network Rail, and we recognise that during times of disruption a robust operational contingency plan will be essential in order to get the railway back to normal. We will be flexible in our approach on service recovery.

'Thunderbirds'

We will work with Network Rail and others to develop diesel thunderbird assistance between London and Blackpool. We will explore all the options available so that passenger disruption can be minimised.

Right time Railway

- The train plan developed for the London to Blackpool service is fully compliant with the train planning rules.
- All trains will be self-dispatched at stations thereby reducing potential delay caused by station staff dispatch.
- All staff on our trains will be issued with radio controlled watches to ensure prompt departures.
- Train doors will close 30 seconds before departure.
- Train turnarounds at terminus stations are planned to be robust yet efficient.
- When delayed trains impinge on turnaround time we will seek ways to recover from this delay either by on train cleaning, terminating short, or additional crew.
- Regular briefings will be provided to staff to ensure that they are able to respond to passenger enquiries and also to the operational requirements of the railway.
- Our staff will be empowered to make decisions quickly – we believe that this will allow quicker service recovery when things go wrong.

On train equipment

225 units have a large luggage area in the DVT. In addition to the required safety and first aid equipment we will also seek to provide rescue couplings and point clips for use in emergencies. We would work with Network Rail to make sure that such equipment is provided where possible.

Subject to agreement, trains will be fitted with on train equipment to monitor the reliability of the rolling stock, and the infrastructure. We believe that there is a significant opportunity to monitor and examine the infrastructure by placing more on train monitoring equipment on board. We have held discussions with Network Rail in the past to look at ways to free up the new measurement trains time on the WCML. We are looking to re-engage in this discussion and progress ways to improve on train infrastructure monitoring.

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**

GNWR will work closely with Network Rail to identify projects that could further improve capacity and performance robustness.

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**

Services will be monitored consistent with ORR policy.

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**

Not applicable.

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**

Operation of the proposed services is dependent on timely completion of the following electrification schemes, with expected completion dates shown in brackets:

- Blackpool North to Preston (Summer 2017)

Other routes electrified as part of the North-West Electrification programme may also be used for ECS or diversionary routes, though the proposal does not depend on this.

The Stafford Area Improvements Project, including a grade-separated junction at Norton Bridge has increased capacity on the WCML. This £250 million enhancement was funded and built on a business case delivering a further 2 long distance services from London Euston to the North West in each hour. GNWR proposes to use only one path every two hours.

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**

Not applicable.

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**

Further applications in relation to station and maintenance access will be made following approval of this application.

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**

Financial details regarding costs and revenue for the service group are commercially confidential and will be provided to the ORR under separate cover.

GNWR will also provide updates to ORR in relation to discussions with Network Rail regarding capacity and route clearance.

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**

Any associated side letters to be provided along with the business case information.

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**

Network Rail has conducted industry consultation for the full 28 day period with the following:

Company	Email Address	Response Received
CrossCountry	trackaccess@crosscountrytrains.co.uk	
ATW	Chris.Dellard@arrivatw.co.uk	
Chiltern	Stephen.Barker@chilternrailways.co.uk	
ARN	\$UK ARN - Track AccessConsultations <TrackAccessConsultatio	✓
London Midland	james.carter@londonmidland.com	✓
LOROL	EXTL: Law Stephen <Stephen.law@lorol.co.uk>	
LOROL	david.rourke@lorol.co.uk	
South Eastern	stuart.freer@southeasternrailway.co.uk	
South Eastern	shona.nettlingham@southeasternrailway.co.uk	
Scot Rail	neil.a.sutton@scotrail.co.uk	
Transport Scotland	Sarah.Aitken@transport.gov.scot	
Serco	EXTL: Simpson David (Serco) <david.simpson@serco.com>	
South West Trains	Shuttlewood Lee (SWT) <LShuttlewood@swtrains.co.uk>	
South West Trains	Teesdale Andrew (SWT) <ATEesdale@swtrains.co.uk>	
Virgin Trains West Coast	darren.horley2@virgintrains.co.uk	✓
Virgin Trains East Coast	Phil.Dawson@virgintrainseastcoast.com	✓
Freightliner	wilsoncd@freightliner.co.uk	
Freightliner	EXTL: Leadbetter, M <Leadbetterm@freightliner.co.uk>	
Freightliner	birdj@freightliner.co.uk	
Freightliner	hollandb@freightliner.co.uk	
Freightliner	yatesd@freightliner.co.uk	
Freightliner	moranj@freightliner.co.uk	
GBRf	andy.moyle@gbrailfreight.com	
GBRf	EXTL: lan Kapur <lan.Kapur@gbrailfreight.com>	
	wotho@aol.com	
	woorm@hpuk.co.uk	
	mike.garratt@mdst.co.uk	
Rail freight Group	maggie@rfg.org.uk	
Colas	simon.ball@colasrail.co.uk	
Harsco	sgear@harsco.com	
DB	Nigel.Oatway@deutschebahn.com	
DRSL	chris.connelly@drsl.co.uk	
Britam Rail	ghanson@britamrail.com	
Maritime Transport	j.bailey@maritimetransport.com	
rail Ops Group	dave.burley@railopsgroup.co.uk	
victa railfreight	neil.sime@victa-railfreight.com	
Britam Rail	ahickling@britamrail.com	
Geldard Consulting	cgeldard@geldardconsulting.com	
HS1	Geoff.jones@highspeed1.co.uk	
DRSL	chris.connelly@drsl.co.uk	
Mary Bonar	Transport.advisory@marybonar.com	
TIR Ltd / Go Op	chris.phillimore@tir-ltd.co.uk	
Department for Transport	PassengerServices_Access&Operations@railexecutive.gsi.gov.uk	✓
Department for Transport	keith.merritt@railexecutive.gsi.gov.uk	
Transport for London	andrewlee@tfl.gov.uk	✓
Transport for London	alansmart@tfl.gov.uk	
Mayor of London	Victoria.Hills@london.gov.uk	
London travelwatch	consultations@londontravelwatch.org.uk	
Transport Focus	john.sears@passengerfocus.org.uk	✓
Transport for Greater Manchester	owain.roberts@tgfm.com	✓
StageCoach	AHyde@stagecoachrail.com	
TPE	Chris.Hassall@FirstGroup.com	✓

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.

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We have responded to all consultees concerns and these are provided in Annex B.

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.

We have responded to all consultees concerns and these are provided in Annex B.

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 18 October 2017

Name IAN YEOWART Job title Managing Director
For Great North Western Railway Company Limited

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 Regulation
One Kemble Street
London
WC2B 4AN

Annex A: Proposed Passenger Timetable

Weekday Down							
Station		1	2	3	4	5	6
Blackpool North	dep	06:57	09:00	12:00	14:58	17:00	19:37
Poulton le Fylde	arr	07:03	09:06	12:06	15:04	17:06	19:43
	dep	07:04	09:07	12:07	15:05	17:07	19:44
Krikham & Wesham	arr	07:12	09:15	12:15	15:13	17:15	19:52
	dep	07:13	09:16	12:16	15:14	17:16	19:52
Preston Lancs	arr	07:23	09:26	12:26	15:24	17:26	20:02
	dep	07:25	09:30	12:30	15:26	17:28	20:05
Nuneaton	arr	08:49	10:49	13:51	16:50	18:51	21:36
	dep	08:52	10:52	13:52	16:53	18:54	21:36
Milton Keynes Ctl	arr	09:23	11:23	14:23	17:24		22:06
	dep	09:24	11:24	14:24	17:25		22:06
London Euston	arr	10:00	12:00	15:00	18:01	19:59	22:57
Weekday Up							
Station		1	2	3	4	5	6
London Euston	dep	07:38	10:33	12:33	15:33	19:33	20:33
Milton Keynes Ctl	arr	08:10	11:05	13:05	16:05	20:05	21:05
	dep	08:17	11:10	13:10	16:10	20:10	21:10
Nuneaton	arr	08:56	11:42	13:50	16:42	20:42	21:43
	dep	08:57	11:42	13:50	16:42	20:42	21:43
Preston Lancs	arr	10:15	13:00	15:13	18:02	22:07	23:03
	dep	10:18	13:03	15:16	18:05	22:10	23:06
Kirkham & Wesham	arr	10:27	13:12	15:25	18:14	22:19	23:15
	dep	10:27	13:12	15:25	18:14	22:19	23:15
Poulton le Fylde	arr	10:34	13:19	15:32	18:21	22:26	23:22
	dep	10:34	13:19	15:32	18:21	22:26	23:22
Blackpool North	arr	10:42	13:27	15:40	18:29	22:34	23:30

Saturday Down						
Station		1	2	3	4	5
Blackpool North	dep	06:59	09:02	12:02	15:02	17:02
Poulton le Fylde	arr	07:05	09:08	12:08	15:08	17:08
	dep	07:06	09:09	12:09	15:09	17:09
Krikham & Wesham	arr	07:14	09:17	12:17	15:17	17:17
	dep	07:15	09:18	12:18	15:18	17:18
Preston Lancs	arr	07:24	09:27	12:27	15:27	17:27
	dep	07:27	09:30	12:30	15:30	17:30
Nuneaton	arr	08:51	10:49	13:51	16:49	18:50
	dep	08:52	10:52	13:52	16:53	18:54
Milton Keynes Ctl	arr	09:23	11:23	14:23	17:24	
	dep	09:24	11:24	14:24	17:25	
London Euston	arr	10:00	12:00	15:00	18:01	19:59
Saturday Up						
Station		1	2	3	4	5
London Euston	dep	07:38	10:33	12:33	15:33	19:33
Milton Keynes Ctl	arr	08:10	11:05	13:05	16:05	20:05
	dep	08:17	11:10	13:10	16:10	20:06
Nuneaton	arr	08:53	11:44	13:42	16:42	20:38
	dep	08:55	11:45	13:45	16:45	20:39
Preston Lancs	arr	10:17	13:06	15:02	18:00	21:55
	dep	10:19	13:08	15:04	18:02	21:57
Kirkham & Wesham	arr	10:28	13:17	15:13	18:11	22:06
	dep	10:28	13:17	15:13	18:11	22:06
Poulton le Fylde	arr	10:37	13:26	15:22	18:20	22:15
	dep	10:37	13:26	15:22	18:20	22:15
Blackpool North	arr	10:45	13:34	15:30	18:28	22:23

Sunday Down					
Station		1	2	3	4
Blackpool North	dep	09:28	13:04	16:04	18:04
Poulton le Fylde	arr	09:34	13:10	16:10	18:10
	dep	09:35	13:11	16:11	18:11
Krikham & Wesham	arr	09:42	13:18	16:18	18:18
	dep	09:43	13:19	16:19	18:19
Preston Lancs	arr	09:53	13:29	16:29	18:29
	dep	09:55	13:31	16:31	18:31
Nuneaton	arr	11:10	14:49	17:49	19:51
	dep	11:15	14:52	17:52	19:52
Milton Keynes Ctl	arr	11:58	15:23	18:23	
	dep	11:59	15:24	18:24	
London Euston	arr	12:39	16:03	19:03	20:58
Sunday Up					
Station		1	2	3	4
London Euston	dep	10:20	13:44	16:45	19:45
Milton Keynes Ctl	arr	11:09	14:19	17:20	20:20
	dep	11:10	14:20	17:21	20:21
Nuneaton	arr	11:53	14:51	17:52	20:52
	dep	11:57	14:53	17:57	20:53
Preston Lancs	arr	13:24	16:13	19:15	22:17
	dep	13:26	16:15	19:17	22:19
Kirkham & Wesham	arr	13:35	16:24	19:26	22:28
	dep	13:36	16:25	19:27	22:29
Poulton le Fylde	arr	13:43	16:32	19:34	22:36
	dep	13:43	16:32	19:35	22:37
Blackpool North	arr	13:52	16:41	19:43	22:45

Annex B: Consultation Documents