



APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A PASSENGER TRACK ACCESS CONTRACT, OR AN AMENDMENT TO AN EXISTING CONTRACT

ORR ensures that train operating companies have fair access to the rail network and that best use is made of capacity. If a train operator wants to access the national railway network, it will need a track access agreement with Network Rail which requires ORR's approval under the Railways Act 1993. When determining access to the network, we must have regard to our [statutory duties](#), most of which are set out in section 4 of the Act. We must exercise our functions (which include the approval of access contracts) in a way that we consider best achieves those duties.

Use this form to apply to the Office of Rail and Road (ORR) for a passenger track access contract, or an amendment to an existing contract by a supplemental agreement, under sections 17-22A or the Railways Act 1993.

It sets out ORR's standard information requirements for considering applications. Our [track access guidance](#) (and our [making an application](#) guidance in particular) explains the process, timescales and the issues we will consider. Please read the guidance before completing the contract and this form.

If the facility owner and beneficiary have agreed terms, the facility owner should fill in the form. If not, the beneficiary should fill in the form.

A pre-application industry consultation is usually required before submitting an application. Please see the industry [code of practice for track access application consultations](#) for more information.

This form should be completed up to section 10 and sent to consultees along with a copy of the proposed contract or supplemental agreement. Sections 10 and 11 should be filled in after the consultation and before applying to ORR.

We are happy to talk to you informally before you apply. Please contact us [here](#). You can download a copy of this form, and of our model track access contract, from our [website](#). Please ensure that you are using the latest version of this form as published on our website. We may ask for applications which have not used the latest version to be resubmitted.

You may also use and adapt this form if necessary to apply to use railway facilities other than those of Network Rail. Do not use this form for HS1, for which a separate form is available on our [website](#).

1. Application Summary

1.1 Beneficiary company name:

London and North Eastern Railway Company Limited (LNER)

1.2 Facility owner details:

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

1.3 Application under the Railways Act 1993 section:

17 <input type="checkbox"/>	18 <input type="checkbox"/>	22 <input type="checkbox"/>	22A <input checked="" type="checkbox"/>
Supplemental Number:			36 th
Current contract date:			3 rd March 2017
Current contract expiry date:			Principal Change Date (PCD) 2025

1.4 Applicant status:

Public Service Operator <input checked="" type="checkbox"/>	Public service contract start date:	24 th June 2018
	Public service contract end date:	The rail contract between the Secretary of State for Transport and LNER for the delivery of passenger services is due to expire on 22 June 2025. A PIN has been issued for an extension of 2 +up to a further 3 years, and as LNER is under DfT OLR Holdings Limited it is almost certain that LNER will be issued with a direct award for a minimum of 2 years. This means the contract term will be up until June 2027 with the option of extending up until June 2030.
	Name of funder (e.g. DfT, Local Authority):	DfT
	Does the funder support this application?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Open Access <input type="checkbox"/>		
Charter Operator <input type="checkbox"/>		

1.5 Executive summary of the proposed contract or amendment:

This application is made to allow the extension of further LNER services to/from Bradford Forster Square at weekends within the framework of the current LNER timetable should a revised timetable not be introduced at Subsidiary Change Date (SCD) 2025.

The industry is currently working on finalising a revised timetable for the East Coast Mainline (ECML) under the aegis of the Event Steering Group (ESG). This includes the provision of a two-hourly Bradford services for LNER across all days of the week.

Should this timetable not be introduced in SCD2025, LNER would still like to exercise its rights to Bradford Forster Square, providing additional direct trains to/from Bradford.

LNER already holds rights to operate further services on a weekday. It is already planned that the weekday services will be introduced at SCD 2025. This application will allow the operation of further services at weekends.

In addition, Bradford is a City of Culture in 2025 and this is likely to drive additional demand at weekends. LNER is seeking to support the City of Bradford by providing direct weekend services as well as on weekdays.

Proposed commencement date:	Subsidiary Change Date (SCD) 2025
End date:	PCD 2030
Date approval or directions wanted by:	02 nd August 2024 in line with Priority Date for SCD 2025

1.6 Industry consultation:

Who carried out the consultation?	Network Rail		
Consultation start date:	21st May 2025	Consultation end date:	21st Jun 2025
Not carried out <input type="checkbox"/>			

Applicant details

<p>Facility Owner Company: Network Rail Infrastructure Limited Contact Name: Mark Garner Job Title: Customer Manager Floor 4B George Stephenson House Network Operations Toft Green York YO1 6JT</p> <p>Phone: [REDACTED] E-mail: [REDACTED].uk</p>	<p>Beneficiary Company: London North Eastern Railway Company Limited Contact Name: Malcolm Knight Job title: Head of Operational Planning West Offices Station Rise York YO1 6GA</p> <p>Phone: [REDACTED] E-mail: [REDACTED]</p>
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1.7 Date of application to ORR: 20th May 2024

1.8 Checklist of documents attached to the application form:

- Proposed new contract (S17 or S18) or supplemental agreement (S22 or S22A)
- Marked up Schedule 5 (where applicable)
- Marked up comparison to model contract (where applicable)
- All consultation correspondence
- Supporting documentation required for competing services (see section 6.2)
- Other supporting documents, side letters or collateral agreements (please list):

2. Licence and railway safety certificate

2.1 Please state whether:

- you intend to operate the services yourself; or
- have them operated on your behalf.
 - if so, please name the proposed operating company:

2.2 Does the proposed operator of the services:

- (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and**
- (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

If the answer to (a) **or** (b) is no, please state the point reached in obtaining a licence, exemption and/or safety certificate.

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3. The proposed contract or amendment

3.1 Application overview: Please detail the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment).

This application is to allow the operation of direct Bradford <> London services at weekends as well as weekdays. LNER currently holds firm rights for weekday services which will be exercised following completion of infrastructure work at Bradford Forster Square.

A marked up copy of Schedule 5 has been provided with this application showing the proposed changes to services levels. These changes amount to a total of six services between Leeds and Bradford in each direction on Saturdays and up to three services on Sundays . These will be extended from existing Leeds<>London services.

3.2 Safety risks: Please explain any important safety risks that have been identified arising from the proposal and how these will be controlled (by reference to the facility owner's safety authorisation and the train operator's safety certificate).

LNER already operates services to Bradford Forster Square and we do not believe this presents any significant change to the safety risk.

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

LNER Track Access Contract will be extended from PCD 2025 to PCD 2030 as covers in the related 34th Supplemental. Note that this supplemental relates to Part B of the Track Access agreement and would be superseded by Part C on introduction of the ESG timetable.

3.4 Terms not agreed with the facility owner (for applications under sections 17 or 22A only): Please explain any areas of the application which have **not** been agreed, the reasons for the failure to agree and the reasons for seeking these provisions.

This application has yet to be approved by Network Rail's Sale of Access Rights Panel, however given that the rights sit within the envelope of rights directed in the current contract, we expect the application to move to a supported application during consultation.

3.5 Bespoke provisions (departures from ORR's model access contracts)

Does the proposed contract include any departures from ORR's model access contract:

Yes No

If yes, please set out and explain any:

- areas where the drafting of the application changes ORR's published template access contracts (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made.

Not applicable

- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model

access contracts, including the financial implications (e.g., establishment of an access charge supplement or rebate).

Not applicable

- new processes (e.g., a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete.

Not applicable

3.6 Consolidated contract

For amendments to existing contracts, is the version of the consolidated contract on our [website](#) fully up to date? If not, please explain why not.

Consolidated to 11 March 2024 on ORR's website and in due course this will be updated with the version that includes the Periodic Review 2023 amendments via the 33rd Supplemental Agreement.

4. The impacts of the proposal

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

The City of Bradford will be holding many cultural events in 2025 in line with it being a City of Culture. Engagement with stakeholders in the city have highlighted a desire for the introduction of further services between Bradford and London to support this major event.

LNER have been seeking to introduce additional services for some time and this has been part of our business plan for many years. This will be facilitated by the completion of an additional platform at Bradford Forster Square in early 2025.

LNER already hold rights for up to seven weekday services in each direction to and from Bradford Forster Square. This proposal will provide additional services on weekends in line with weekdays.

The services will provide additional journey opportunities for travel between Bradford and London and bring wider benefits to City of Bradford.

Initial paths for weekday services have been identified and we expect this capacity to be available on Saturdays. Sundays will see further work to identify opportunities for additional services.

As these rights relate to weekends, we do not believe there will be a significant impact on other operators' services.

4.2 Capacity: How have you satisfied yourself that there is enough network capacity for the services in the proposal? Please include details on all relevant capacity considerations, including but not limited to track, platform availability, and power supply traction.

Northern have withdrawn some services over the route affected which has alleviated any capacity concerns. An indicative timetable has been developed for weekdays which has demonstrated that capacity is available for LNER services. An additional platform will be available at Bradford to provide platform capacity for the introduction of further LNER services at Bradford Forster Square.

4.3 Performance: What is the impact on network performance? Please outline your assurance process that shows that any performance risk is tolerable in comparison to the benefits of the application. Please explain any risk mitigations. Please attach any associated evidence to support your case.

We do not believe there is any material risk to performance.

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

We do believe these additional services present any implications for maintenance and renewals activity.

5. The expression of access rights

5.1 Changes to rights: please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please attach a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application.

Details of the proposed changes in quantum are provided in the accompanying document which is a marked-up version of schedule 5 of the track access contract. The additional extensions to Bradford have been shown separately from the Leeds <> London leg to allow flexibility when planning the services.

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

All rights are quantum only and do not contain flexing limitations.

5.3 Specified equipment: Please explain any changes to specified equipment (rolling stock). Has the vehicle and route acceptance procedure in the Network Code (Part F) has been completed? Please explain whether you have, or will have, the rolling stock necessary to exercise the rights.

LNER has sufficient rolling stock to operate the proposed extensions in addition to its current level of service.

Rolling stock will consist of class 80x (Azuma) trains and IC225s sets. All vehicles have full route acceptance for the relevant routes. The rolling stock consists of:

10 x 9 car bi-mode sets (Class 800 series)
 26 x 9 car electric sets (Class 801 series)
 8 x 5 car bi-mode sets (Class 800 series)
 10 x 5 car electric sets (Class 801 series)
 4 x IC225 2+7 sets (Class 91 loco + 9 passenger carriages + DVT) with 4 spare sets.

5.4 Contractual obligations: Are the proposed services necessary to fulfil obligations under a public service contract? For publicly contracted operators seeking additional access rights, we will expect to

see evidence of funder support for the specific rights and of operators' intent and ability to operate the new services.

The services that LNER are seeking to operate are part of the LNER Train Service Requirement with the DfT and have DfT approval and funding.

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

There is no other public funding of the services.

5.6 Long Term Planning Process: Is the Long-Term Planning Process (or similar devolved authority or regional service delivery project) relevant to this application? If so, please explain how the proposed rights are consistent or inconsistent with this.

Not applicable.

6. Competing passenger services:

We would expect to apply the 'not primarily abstractive' test to:

- (i) a new open access service which would compete with franchised services and so impact on the public sector funder's budget;
- (ii) a new franchised service which would compete with an existing franchised service, where we would expect to focus the test on areas where the competing franchised services are operated on behalf of different funders or where for some other reason there are particular concerns over the impact on a funder's budget; and
- (iii) a new service, which might be open access or franchised, which would compete with an existing open access service and which, if it caused the existing open access operator to withdraw from the market, could reduce overall competition on the network.

6.1 Please state if your application is for a competing passenger service, and if so please describe the nature of the competition:

LNER already holds rights on weekdays for seven trains per day in each direction between Bradford and London which was fully assessed as part of the grant of rights in 2016. This application is to allow an equivalent level of service to be operated on a Saturday and a handful of additional services on Sunday. We do not believe this materially affects the competitive position on the Network. Note that this application applies only to part B of the current track access contract and would be superseded by part C on introduction of the ESG timetable.

6.2 For competing services, please also confirm that you have attached as part of your submission to ORR the following:

- Business plan, including details of:
 - forecasts of passenger traffic and revenues, including forecast methodology;
 - pricing strategies;
 - ticketing arrangements;
 - rolling stock specifications (e.g. load factor, number of seats, wagon configuration);
 - marketing strategy;
 - estimated elasticities of the services (e.g. price elasticity, elasticity with respect to quality characteristics of the services).
- Demand forecasting (including associated spreadsheet models) demonstrating modelled generation : abstraction ratio.

- Indicative timetables, including associated .spg files



7. Incentives

7.1 Train operator performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving operator performance.

LNER has already delivered significant additional resource to improve performance. The new Azuma fleet will operate the majority of services and these trains have already demonstrated a significant step change in reliability, performance and recovery capability. LNER also have 4 Performance Hub Managers across the route at London, Newcastle, Edinburgh and Leeds / Doncaster. The hub managers are focused on reviewing all aspects of operational performance in their respective areas and identifying and communicating any issues. They work closely with all colleagues in the area (other operators and NR) to resolve performance issues. We also have a process of reviewing performance across all areas of the business with all functions engaged in an annual business performance planning process. LNER holds regular reviews with Network Rail on all performance issues to identify opportunities for improvement.

7.2 Facility owner performance: please describe any planned performance improvement initiatives and/or enhancement projects associated with the operation of the proposed services aimed at improving the facility owner's performance.

A new platform at Bradford Forster Square is in the process of being built which provide the required capacity and will improve operational performance and resilience.

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

All trains will be monitored as per usual industry process under the schedule 8 regime.

7.4 Performance regime changes (for applications under sections 17 or 22A only): where applicable, please provide justification for any changes to Schedule 8 of the track access contract in the proposal. If necessary, please provide any relevant information in support of the changes proposed.

Not Applicable

8. Enhancement

8.1 Enhancement details: where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework).

An additional platform is currently under construction at Bradford Forster Square and it is expected that this will come into service in early 2025. This is acknowledged as a key pre-requisite for the introduction of additional LNER services. We do not foresee any delays to this project.

8.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with the [investment framework](#), and summarise the level and duration of payments, and the assumed rate of return.

Not applicable

9. Other

9.1 Associated applications to ORR: please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). Where the application is being made in parallel with any other application from the same operator, please ensure the applications are consistent with one another. Where the application relies on another operator relinquishing access rights, please provide evidence that this process has been completed.

This application is related to LNER's 34th which is looking to extend our existing contract to PCD 2030. However, the rights in this application refer only to part B of the current contract and will be superseded by the rights in part C when the ESG timetable is introduced.

9.2 Side letters and collateral agreements: please confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it.

Not applicable

9.3 Confidential redactions: please list any information that you have redacted from any documentation sent to consultees. If there has been no pre-application consultation, please list any information you want us to exclude from publication. Please provide full reasons for any redactions.

Not applicable

10. Pre-application consultation

10.1 The consultation:

If consultation has not been carried out, explain why not. If it has, please list the consultees.

Who conducted the consultation?

Mark Garner, Customer Manager, Network Rail.

List all consultees who responded and include their responses and any associated documentation or correspondence between the parties.

Chris Brandon – Grand Central
 Mark Garner – Network Rail
 Matthew Stoddart WYCA
 Kate Oldroyd - Northern
 Quentin Hedderley DB Cargo
 Ian Kapur – GBRf.
 Chris Hassall – TPT
 Robert Hodder - GWR
 Chris Matthews Freightliner

10.2 Resolved issues: please explain any issues raised by consultees which have been resolved.

Section 10 amended post consultation

All issues of capacity for the services and their performance impact have been reviewed through the timetable development and assurance processes. No significant concerns have been identified. The additional services have been offered back by Network Rail in readiness for the May 2025 timetable change.

NR have assured us that the construction work at Bradford Forster Square and Shipley will be completed. If there is any delay to this, services will be temporarily amended through the Short-term planning process.

We expect this application to be superseded by a Section 22 application.

10.3 Unresolved issues: Please explain any issues raised by consultees which have ***not*** been satisfactorily resolved and why you think these issues should not stop ORR approving the application.

GC have requested that this submission should be subject to an NPA test. LNER is happy to provide additional information to ORR should this be required. However, LNER does not believe this to be a material issue as it concerns only rights for weekend services. LNER already has rights for 7 weekday services in each direction.


10.4 Subsequent Changes: Have any changes been made to the proposal following consultation?

The quantum of additional trains on Sunday has been reduced from three in each direction to just one following completion of the detailed timetable development work.

11. Certification

Warning: Under section 146 of the Railways Act 1993, any person who, in giving any information or making any application under or for the purposes of any provision of the Railways Act 1993, makes any statement which he knows to be false in a material particular, or recklessly makes any statement which is false in a material particular, is guilty of an offence and so liable to criminal prosecution.

For agreed applications under section 18 or 22, Network Rail should complete the information below. For disputed applications under section 17 or 22A, the beneficiary should complete it.

I certify that the information provided in this form is true and complete to the best of my knowledge	
Signed ... 	Date 20 th May 2024
Name (in caps) MALCOLM KNIGHT Job title . HEAD OF OPERATIONAL PLANNING	
For (company) ...London and North Eastern Railway Company Limited	

12. Submission

12.1 What to send: please supply the application form, the proposed contract or amendment and, where possible, any other supporting information, in electronic form by e-mail, **in plain Microsoft Word or Open Document Text format** (i.e. excluding any macros, auto-para or page numbering, or other auto-formatting).

12.2 Where to send it:

Email: [REDACTED]