

## 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):

Track Access Contract (Passenger Services) between Network Rail Infrastructure Limited and Govia Thameslink Railway Limited

**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: [REDACTED]	EC3R 8AJ
Fax number: None	Telephone number: [REDACTED]
E-mail address:	Fax number: None
Andriana. [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**

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

**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)

Govia Thameslink Railway (GTR's) existing Track Access Contract expires on Subsidiary Change Date May 2019. GTR had requested that the contract be extend until May 2022 but Network Rail was only willing to support the sale of access rights for one year at this stage.

This Application seeks to enter into a new Track Access Contract to commence in May 2019 and to expire in May 2022. This will provide GTR a Track Access Contract until the end of its franchise and provide a transition period for the future franchisee.

The Access Rights included in this Track Access Application are those associated with GTR's May 2018 timetable. There are further timetable changes planned over the next 3 timetable periods. The Access Rights for these will be applied under separate Supplemental Agreements.

GTR is seeking to secure this contract expiry date to provide certainty regarding its operations until the end of the franchise.

**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**

Network Rail has agreed to support GTRs Access Rights Application for May 2018 and for GTR Track Access Contract to be extended until May 2019. At this stage Network Rail has not provided support for GTR Track Access Contract or Access Rights to be extended beyond May 2019. Network Rail's reason for this is that they wish to monitor the performance of the new timetable before agreeing to any longer contract extensions.

GTR will continue to work with Network Rail following the start of the new timetable in the anticipation that Network Rail will be able to provide is support to extend the contract expiry date. However GTR would like to start the process of securing a Track Access Contract now to provide certainly regarding our operation until the end of our franchise.

Since the start of its franchise GTR has only been granted Track Access Rights for short periods due to uncertainty of the exact services that would operate post May 2018. GTR and Network Rail now have a detailed understanding of the post May 2018 timetable. The Post May 2018 timetable has



been devised as a result of joint working between GTR, Network Rail, and other train operators (both Freight and Passenger). The redesigned timetable not only takes advantage of the new infrastructure provided by the Thameslink Programme but also address a number of historical timetable issues that have led to poor performance in the past. Given the improvements that the timetable provides and the certainty regarding will run until the end of the franchise GTR believes that there is nothing stopping the Track Access Contract and Access Rights being extended until May 2022.

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

- areas where the drafting of the application changes ORR's published template passenger track access contract (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made. **C&Ps paras 2.34-2.37**
- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model passenger track access contract, including the financial implications (e.g. establishment of an access charge supplement or rebate). **C&Ps paras 5.1-5.44**
- new processes (e.g. a self-modification provision) which have been added. Please also demonstrate fully how this new process is robust and complete. **C&Ps paras 6.2-6.3**

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

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

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

This section provides a summary of the post May 2018 GTR operation. These are the Access Rights that Network Rail has agreed to support initially for one year. GTR is seeking that these Access Rights should be extended until the May 2022 timetable change.

##### **Thameslink North Outer (ET01)**

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

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

##### **Thameslink North Metro (ET12)**

This service group covers the Thameslink metro services on the Midland Mainline.

- Luton to Core 4 tph peak and 2 tph off peak,
- Two trains per hour peak will start and terminate at Kentish Town.
- 4 trains per hour to start terminate at St Albans City all day.

##### **Thameslink Sussex Outer (ET02)**

This service group still covers Thameslink service on the Brighton Mainline.

- 3 trains per hour between London Blackfriars and Brighton.

- 2 trains per hour to between London Blackfriars and Gatwick Airport – some trains will be extended to Three Bridges.
- 2 trains per hour between London Blackfriars and Horsham.
- 2 train per hour between Blackfriars and East Grinstead peak only.
- 2 trains per day between Blackfriars and Littlehampton.

#### **Thameslink South Metro (ET03)**

This service group covers both the Wimbledon Loop and Thameslink services metro services to Sevenoaks and Orpington.

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

#### **Thameslink Kent Outer (ET13)**

This service group covers Thameslink services on the North Ken Route which prior to May 2018 were operated by Southeastern. Additional services to Maidstone will be added from December 2019 as part of future supplemental.

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

#### **Great Northern Metro (ET04)**

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

Great Northern branded services

- 4tph all day between Moorgate and Welwyn Garden City.
- 6tph peak and 4 tph off peak between Moorgate and the Hertford Loop.

Thameslink branded Services

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

#### **Great Northern Mainline (ET05)**

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

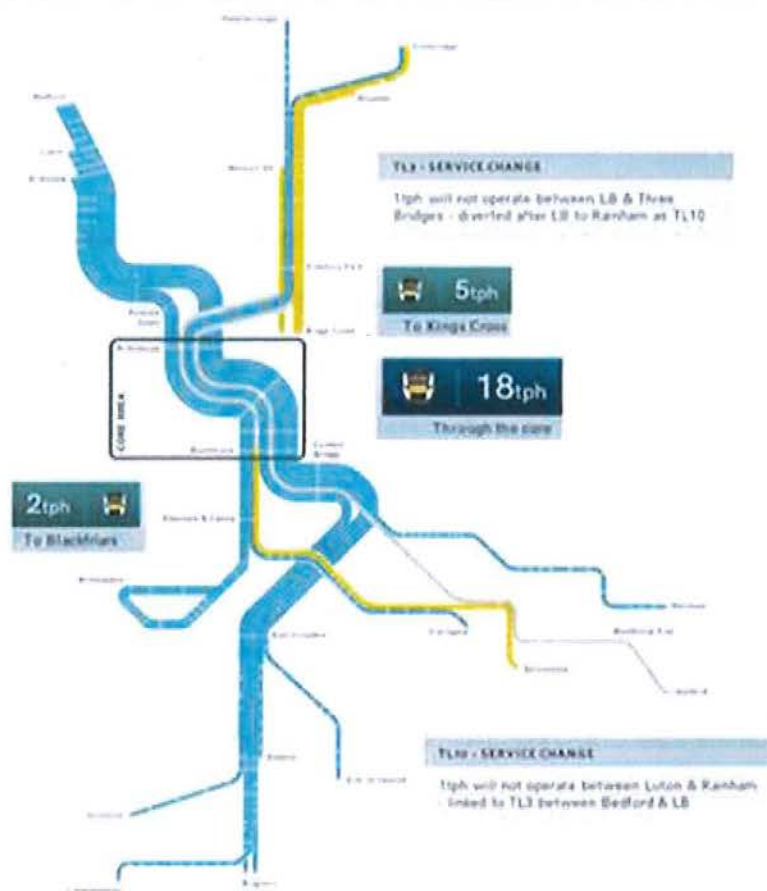
Great Northern branded services

- 2 tph between London King Cross and Ely/Kings Lynn remain
- 2 trains per peak hour between Baldock and Kings Cross
- Peak only trains between Kings Cross and Peterborough (2 tph)

Thameslink branded services

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





**Thameslink services from May 2018**

### **Southern Coastway (ET07)**

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

- East Coastway services between Brighton and Lewes, Seaford, Hasting, Ore & Ashford International
- West Coastway services between Hove, West Worthing, Littlehampton, Portsmouth and Southampton.

### **Southern Mainline (ET08)**

This service group covers Southern services between London (primarily Victoria) and the Coast. It also covers services East Grinstead, Uckfield, Reigate, and Tonbridge via the Brighton Mainline. In addition the Brighton Mainline it also includes Horsham, Guildford and Dorking via Epsom into services into this group.

- 2 train per hour off peak between Victoria and Brighton
- 2 trains per hour to West Sussex Coast via Horsham (1 tph to Portsmouth and 1 tph to Southampton). At Horsham the trains will split with the rear portions serving Bognor Regis.
- 2 trains per hour to East Sussex Coast via Haywards Heath (to Ore, Hastings or Eastbourne). At Haywards Heath the trains will split with the rear portions serving Littlehampton.
- Direct service between London Victoria and Reigate with a shuttle service running between Redhill and Tonbridge.
- 2 train per hour Victoria to East Grinstead
- Hourly service between London Bridge to Uckfield will remain hourly (up to 2 tph high peak).
- Services to Horsham, Dorking and Guildford via Epsom.

**Southern Metro (ET09)**

This service group covers Southern Metro services operating out of London Bridge and Victoria and serving the South London Area.

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

**Southern West London Line (ET10)**

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

- 1 tph between East Croydon and Milton Keynes plus additional peak shuttles between Clapham and Watford Junction.

**Gatwick Express (ET11)**

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

- Off Peak - 2tph to Gatwick, 2 tph to Brighton
- Peak – 4tph to Brighton

Benefits

Wider benefits of 2018 changes

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

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



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

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

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

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

There has been extensive performance modelling (TRAIL & RailSys) to enable performance analysis of the full timetable which has informed where mitigating actions are required as part of the Readiness programme.

A summary of the modelling findings:

- Performance on the Brighton Mainline is improved.
- Performance at London Victoria is improved.
- The Southern Metro timetable is more robust.
- Improved performance of Southeastern services in and out of Cannon Street.
- Regulation of Luton to Rainham services could be required.
- At times of perturbation average lateness to GTR and East Midland Trains on the Midland Mainline could be increased.
- Overall average lateness on the ECML during perturbation will be similar to the existing timetable.
- Welwyn to Hitchin is a key risk area and it will be important that services are prioritised.

It should be remembered that the modelling does not take into account the performance and operation improvements that are being instigated by GTR and Network Rail. Details of these can be found in Paragraphs 5.1 and 5.2

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

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

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

No Journey time protection is being requested.



**4.5 Specified equipment:** please give full details of any changes to specified equipment (rolling stock), including timescales, and how much of the vehicle and route acceptance procedure in the Network Code (Part F) has been completed. Please explain whether you have, or will have, the rolling stock necessary to exercise the rights being sought. *C&Ps paras 8.87-8.90*

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

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

The services that GTR is seeking to run beyond May 2019 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*

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

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

## 5. Incentives

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Form **P**

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

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

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

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

The outcome of this motorisation is summarised below

#### Timetable Performance Improvements

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

#### Operational Improvements

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

#### Driver Depot Strategy

- Depots to be relocated to where trains start or are stabled reducing the needs for crew relief.
- No crew relief to take place during the peak.
- Drivers to be aligned to the service groups they operate keeping any delays isolated to that service group.



- End to end running with the driver taking the train all the way.

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

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

Major Station Redevelopments:

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

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

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

New Infrastructure and redevelopments:

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

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

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

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

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

Thameslink Readiness Work Streams:

The preparation work for Thameslink has involved a series of Readiness Work streams, Service Delivery Groups (SDG's), and Industry Readiness Boards (IRB) to ensure that the implementation has been diligently planned, that the timetable is deliverable and that the infrastructure has the

capability to deliver the increased frequency of service. The Readiness Work streams have addressed a number of key business areas, and have used the expertise of industry subject matter experts and systems to plan, identify and mitigate the operation of the Thameslink timetable.

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

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

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

#### Thameslink Resilience Programme:

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

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

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



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

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

**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

**6.1 Enhancement details:** where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework). **C&Ps paras 4.80**

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

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

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

N/A

## 7. Other

**7.1 Associated applications to ORR:** please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). **C&Ps paras 3.18-3.19**

The Access Rights that GTR are requesting to be extended are those that we supported by Network Rail for one year under the 14<sup>th</sup> Supplemental Agreement to GTR's existing Track Access Contract.

Network Rail and GTR will be submitting further supplementals to the existing contract to change items such as the EBM tables in Schedule 4 and Default Consist table in Schedule 7. Similar supplemental agreements would be required to be made to the new Track Access Contract subject to its approval by the ORR.

Additional supplementals will be required to update the Access Rights following future changes to be made to timetable. Similar supplemental will be required to be made to the new Track Access Contract subject to its approval by the ORR.

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

- state here any relevant information in support of the proposal, including a list and explanation of any other material being submitted (and supply copies with the application). **C&Ps para 4.33**
- confirm here that the whole of the proposal between the parties has been submitted with this application and that there are no side letters or other documents which affect it. **C&Ps paras 6.12-6.16, 6.21**

This application should be read in conjunction with the Draft GTR Track Access Contract.

**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**

The Draft Agreement has been redacted in line with the how the consolidated Track Access Contracts are redacted on the ORR website. The following has been redacted.

- Schedule 4 – Annex C
- Schedule 4 – Annex D
- Schedule 8 – Appendix 1
- Schedule 8 – Appendix 3



**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 31<sup>st</sup> May and the 28<sup>th</sup> June 2018. This was undertaken by GTR and Network Rail placed the application on their website on GTR's behalf.

<http://archive.nr.co.uk/browseDirectory.aspx?root=&dir=%5cTrack%20Access%5c2%20Completed%20Track%20Access%20Consultations%5c2018%5c31-05-2018%20-%20GTR%20-%20new%20TAC%20SCD%202019%20-%20%20Section%2017%20-%20Closes%2028%20June%202018>

The following originations were consulted.

East Midlands Trains.

Great Western Railway

Cross Country

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

Grand Central

First Group

Greater Anglia

West Midlands Trains

Arriva Rail London

Southeastern

South Western Railway

HS1 Ltd

Direct Rail Services

GB Railfreight

DB Cargo

Alliance Rail

Mary Bonar  
Chris Phillimore, TIR LTD  
HS2  
Freightliner Limited  
Freightliner Heavy Haul Limited  
Hutchinson Ports  
MDS Transmodal  
Rail Freight Group  
Colas Rail  
Harsco  
British American Railway Services  
Maritime Transport  
Rail Operations Group  
Victa Railfreight  
Geldard Consulting  
Department for Transport  
Transport for London  
London Travel Watch  
Passenger Focus

**The following organisations responded to say that they supported the application**

London TravelWatch – responded 06/06/2018  
Transport Focus – responded 26/06/2018

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

Cross Country Trains – responded 25/06/2018 (see resolved issues)  
Greater Anglia – responded 28/06/2018 (see resolved issues)  
East Midlands Trains – responded 28/06/2010 (see unresolved issues)

A further response was received from Great Western Railway on the 2<sup>nd</sup> July 2018 which was after the deadline. However GTR still responded to GWRs questions (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.

#### Cross Country Trains

On the 25<sup>th</sup> June 2018 Cross Country Trains wrote to GTR requesting to see the performance modelling that had been undertaken for the Thameslink timetable. This was related to concerns that Cross Country had experienced an increase in reactionary delay since the beginning of the May 18 timetable.

GTR responded on the 2<sup>nd</sup> July and provided the Network Rail timetable modelling report and a Network Rail presentation providing an overview of the modelling.

Cross Country responded on the 6<sup>th</sup> July confirming they were happy with the information provided and that they had no objections to the application.

#### Greater Anglia

On the 28<sup>th</sup> June Greater Anglia wrote to GTR to say that they did not support the Section 17 Application. The objection was based on the fact the Greater Anglia is concerned that future changes to the timetable will lead to a deterioration in train performance. They also raised concerns regarding timetable changes leading to a lack of capacity in the future at Cambridge.

GTR responded on the 2<sup>nd</sup> July to confirm the following.

- That the Section 17 Application was only seeking for the same quantum of trains that was contained within the May 2018 timetable
- The only change was to increase the duration of the Contract and Access Rights until May 2022.
- That any additional services or changes to existing services in future timetables would be consulted through separate supplementals.
- A suggestion that GTR and Greater Anglia should meet in the future to discuss future timetables.

On the 12<sup>th</sup> July Greater Anglia responded to confirm that as long as the application concerned the five trains per hour at Cambridge then they were content with the application. GTR responded on the 16<sup>th</sup> July to confirm that this was the case.

**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.

#### East Midlands Trains

On the 28<sup>th</sup> June 2018 East Midlands Trains (EMT) responded to the Section 17 Application. EMT advised that they would be willing to support the application if it extended the contract until December 2020. EMT stated two reasons for this.

- It would give Network Rail sufficient time to review the operational performance of the current timetabled services.
- Extension to 2020 would allow future extensions to the GTR Track Access Contract and the future East Midlands Franchise timetable of 6 trains per hour to be considered in parallel, along with projects such as Traffic Management and London to Corby.

GTR responded to EMT on the 6<sup>th</sup> July and outlined its aspiration to secure Access Right until the end

of the franchise. With regards to EMT suggestions of Access Rights being extend until 2020 GTR responded as follows

- GTR believes that the existing industry mechanisms already provide Network Rail and GTR with incentives to monitor performance and take necessary mitigations if required without the need for a proving period.
- That the 6<sup>th</sup> East Midland Franchise path was already considered as part of the Thameslink Timetable development.
- GTR believes that securing Access Rights until the end franchise is beneficial to other operators as it will provide a stable plan going forward.

In the response GTR committed to including EMTs response as part of the application so that they could be considered as part of the ORR's review.

On the 20<sup>th</sup> July East Midlands confirmed they had no further comments.

#### Great Western Railway

On the 2<sup>nd</sup> July 2018 Great Western Railway (GWR) responded stating that they objected to the Section 17 Application. This response was received after the deadline for the consultation period.

GWR stated the following two reasons for objecting.

- There are items not agreed with Network Rail which is worrying.
- GWR has aspirations for an enhanced service between Reading and Gatwick Airport which is not proven so GWR seeks that Thameslink rights do not fetter this.

Although the objection was received after the consultation GTR responded with the following comments.

- It was unclear if GWR had bid for the enhanced services or if it was just an aspiration at this stage
- That the Section 17 was only seeking to operate the level Access Rights on the Brighton Mainline that had been secured for May 2018 and that the additional hourly Thameslink service to Brighton would be part of a separate supplemental.
- That it remains GTRs intention to apply for a Track Access Contract and associated Access Rights for the duration of the franchise.

GWR responded the 11<sup>th</sup> July explaining that in recent timetable GWR had experienced some pathing problems. However some of this was due to GWR seeking 3 trains per hour from Reading with two of these going through to Gatwick. GWR confirmed that they are under remit from the DfT to explore two trains per hour to Gatwick.



## 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 Tom Date 31/07/18

Name (in caps) TOM CAUSEBROOK Job title Track Access Contracts Manager

For (company) Govia Thameslink Railway 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 and Road  
One Kemble Street  
London  
WC2B 4AN