Rail access rights planning and use, 2 June 2024 timetable change

This publication provides management information on access rights planning and use. It provides a holistic view of passenger track access rights and can display how these are being used across the network including:

- track access applications made by freight and passenger operators of rail services in Great Britain;
- the submission and approval timescales for passenger track applications against the timetable production milestones of the Network Code; and
- information on the use of access rights by passenger operators.

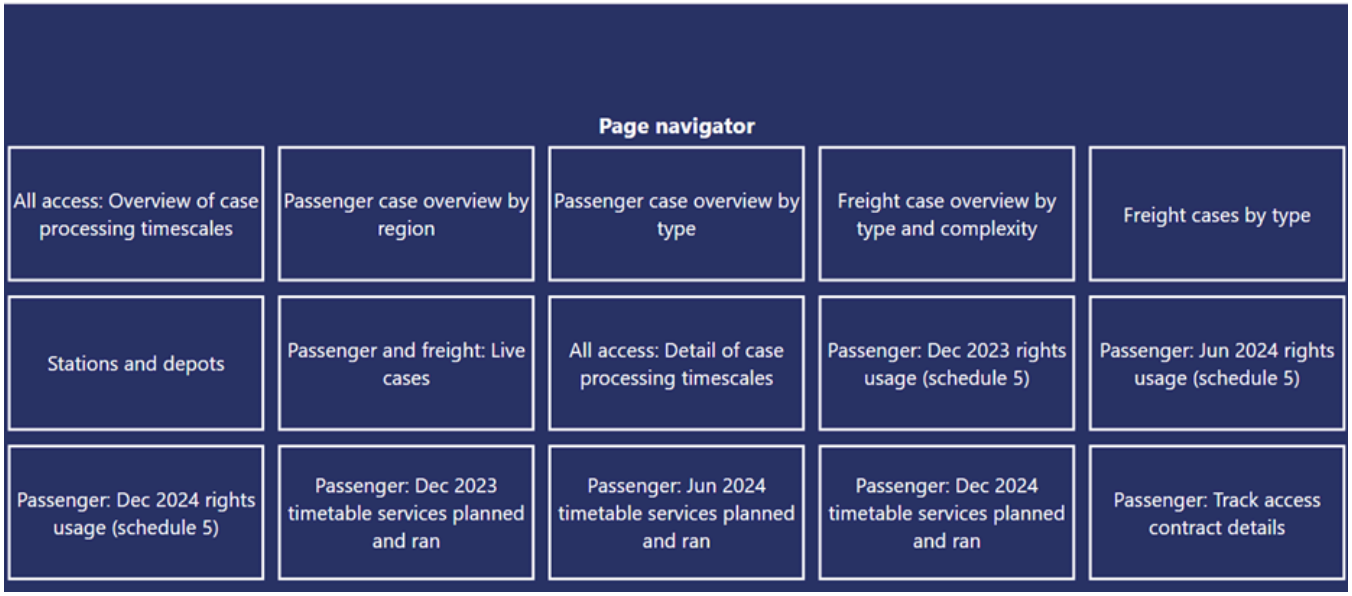
The latest data includes applications up to the Subsidiary Timetable Change which began operation on 2 June 2024. Download the factsheet for more details.

The factsheet is accompanied by a Power BI dashboard and data tables available below.

View the glossary for more information on dashboard terminology.

View the dashboard, hosted in Power BI:

Access regulatory information



Key messages

- Passenger train operators made 27 applications for additional or different capacity use (track access) for the timetable change date on 2 June 2024 which required ORR's specific approval.
- 10 of the applications were submitted after the industry deadline for publishing the timetable, which introduces risk of timetabled services for passengers not having the right to use the network. This represented an improvement over the December 2023 timetable change, where 13 out of 24 applications requiring ORR's specific approval were approved after the industry timetable should have been published.
- As of 2 June 2024, passenger operators planned to use 89 per cent of the total contracted rights (capacity) allocated.
- Passenger operators actually ran train services which used 84 per cent of the total capacity allocated in terms of rights.
- Use of rights for most operators is impacted by planned engineering access. However, industrial action and short notice engineering work as well as decisions by operators and funders on when services run impact the use of rights.
- A number of operators updated their access rights in this timetable change following the increased transparency of contracts following the 10 December 2023 timetable ORR publication.

- We have excluded access rights usage figures for Elizabeth Line while we work with Network Rail and the operator to understand the methodology for train counts which traverse different NR regions either side of the Central Operating Section.

Regulatory access dashboard factsheet June 2024
Published 20 August 2024
PDF 639.38 KB
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Data tables

Table 1: Number of track access rights, by operator and flow in each service code, for weekday and weekends Great Britain, biannual data, June 2024
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Table 2: Total Number of track access rights in each service code, by operator, Great Britain, biannual data, June 2024
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Table 3: Passenger track access applications, Great Britain, June 2024 timetable
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About ORR's role

ORR approves (or directs) the granting of access rights and monitors the timing of Network Rail and train operators' applications. Comparing when an application is made against the Network

Code timescales is important because:

- passengers can have greater confidence that timetabled services will run because they are supported by a contract;
- an operator has a contractual priority giving greater certainty its related services will run as planned in the timetable;
- the greater certainty supports better operational planning for trains and crew.

- → Next Glossary

Glossary

- **A and L function:** refers to functions within ORR Access and Licensing Team. These are passenger track access, freight access and stations and depot access
- **Access regulatory information:** the report name for the information we publish relating to passenger, freight and station and depot access on regulated networks
- **AVG days:** the average amount of days across all applications
- **Awaiting formal submission:** an application that is in the pipeline but not yet submitted to ORR
- **Complexity RAG:** a red, amber, green status applied to cases based on how complex they are for ORR to undertake its duties
- **Consultation:** the industry consultation carried out by Network Rail on behalf of the application
- **Facility name:** the station, depot etc that the contract refers to
- **FNPO:** Freight and National Passenger Operator. This is an area of Network Rail that looks after nationwide operators
- **Formal submission invited:** ORR has completed its review and instructed applicants to submit the finalised legal documents
- **Formal submission received:** the applicants have submitted the finalised legal documents for ORR to approve
- **General approval:** permits Network Rail and a train operator to make amendments to their track access agreement, subject to certain conditions, without our specific approval
- **IM:** infrastructure manager
- **Influencing factors:** considerations ORR undertakes during application review
- **Informal submission received:** ORR has received an application from an infrastructure

manager and a beneficiary to amend their contract

- **Live cases:** the current access applications being reviewed by ORR
- **NC milestone:** relates to timetable production dates published in NR's network code
- **Non Network Rail Infrastructure:** areas of railway infrastructure that are not managed by Network Rail
- **Operator**: train operator
- **RFT:** right first time
- **PCD:** principal change date
- **Region/route:** geographical area of Network Rail
- **SCD:** subsidiary or summer timetable change date
- **Section:** section of the Railways Act
- **Segment:** the market segment of passenger train operators, whether they are open access operators or on public service contracts
- **SoAR:** Network Rail's sale of access rights panel
- **Specific approval:** a regulated access contract reviewed and approved by ORR
- **TAC:** track access contract
- **Total access rights:** the overall number of track access rights held by passenger train operators
- **Total services planned:** the number of services with access rights that train operators plan to run on the network
- **Total services ran:** the number of services with access rights that train operators actually ran on the network
- **Under review:** means ORR is undertaking its review of the application in line with its statutory duties

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