

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:

Govia Thameslink Railway Limited

1.2 Facility owner details:

Network Rail:		☒			
Region:	Southern ☒	Eastern ☐	North West & Central ☐	Wales & Western ☐	Scotland's Railway ☐
Other Facility Owner:		☐	Please state:		

1.3 Application under the Railways Act 1993 section:

17 ☐	18 ☐	22 ☐	22A ☒
Supplemental Number:			70 th
Current contract date:			2 nd March 2016
Current contract expiry date:			PCD2026

1.4 Applicant status:

Public Service Operator ☒	Public service contract start date:	1 st April 2022
	Public service contract end date:	1 st April 2028
	Name of funder (e.g. DfT, Local Authority):	DfT
	Does the funder support this application?	Yes ☒ No ☐
Open Access ☐		
Charter Operator ☐		

1.5 Executive summary of the proposed contract or amendment:

December 2025 Timetable Change

To deliver the December 2025 ESG ECML TT, GTR requires specific access rights which are currently dated to expire at the start of the Dec 2025 TT. These specific access rights were not included in the unsupported 62nd and 63rd Supplementals as at the time these supplementals were submitted it was not known these services would be implemented therefore the rights were not required. Subsequently, once it was known these services were required, these rights were included within our supported 65th Supplemental (for Dec 2024) and our supported 67th Supplemental (for May 2025), but only as contingent rights for one timetable period, in line with Network Rail's policy.

These access rights could not be included in the recent amendments made to the 62nd and 63rd supplementals as the ORR had advised that no additions could be made to those original supplemental applications.

These dated contingent rights are due to expire at PCD 2025 but are needed going forward to facilitate the ESG ECML TT, so GTR are requesting these rights be extended through to PCD 2026 as firm rights. These rights are required to run the Dec 2025 ESG ECML TT that has been offered by Network Rail.

The relevant footnotes to table 2.1 will be amended to delete any reference to these rights expiring at PCD 2025

This application operates over one interacting location as listed in ORR's letter to the industry regarding "Competing and or complex track access applications for December 2024, May 2025 and December 2025 timetable changes" dated 24th April 2024.

Proposed commencement date:	PCD2025
End date:	PCD2026
Date approval or directions wanted by:	For the proposed commencement date

1.6 Industry consultation:

Who carried out the consultation?	Network Rail
Consultation start date:	Consultation end date:
Not carried out ☐	

1.7 Applicant details

Facility Owner Company: Network Rail Infrastructure Limited Contact name: Rebecca Mordey Job title: Franchise & Access Manager Address: 1 Puddledock London EC4V 3DS Phone: Redacted E-mail: Redacted	Beneficiary Company: Govia Thameslink Railway Limited Contact name: Darren Gay Job title: Track Access Contract Manager Address: 1 st Floor 24 Monument Place London EC3R 8AJ Phone: Redacted E-mail: Redacted
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1.7 Date of application to ORR:**TBC****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):

Table 2.1
Table 4.1

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.

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).

In order to deliver GTR's December 2025 ESG ECML TT, the following additional rights are required within Service Group ET05. These are being sought as firm rights

DESCRIPTION	AMENDMENT REQUIRED
Peterborough to Kings Cross 5.3	SX Off Peak Increased by 2 SO Increased by 1
Cambridge to Kings Cross 5.16	SX Off Peak Increased by 1
Letchworth Garden City to Kings Cross 5.20	SO Increased by 1
Kings Cross to Peterborough 5.23	SX Off Peak Increased by 3
Kings Cross to Kings Lynn 5.25	SX Off Peak Increased by 1 SO Increased by 2
Cambridge to Kings Lynn 5.26	SUN Increased by 1
Kings Cross to Cambridge 5.34	SX Off Peak Increased by 3
Kings Cross to Letchworth Garden City 5.37	SX PM Peak Increased by 1 SX Off Peak Increased by 2
Kings Cross to Cambridge 5.39	SX PM Peak Increased by 1 SUN Increased by 4
Kings Cross to Kings Lynn 5.42	SO Increased by 1

Any footnotes related to table 2.1 that currently note that access rights expire in line with ECML Policy, are to be updated to expire at PCD 2026.

The above services have been bid in line with the expected Dec 25 ECML TT. In addition, the rights contained in the table above are those Network Rail advised the ORR (in their formal representation letter on GTR's 63rd Supplemental) they expect GTR to submit a supplemental for, as they are required for the proposed December 2025 ESG ECML TT.

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).

No safety risks associated with the access right requirements within this application have been identified.

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](#).

N/A

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.

The rights detailed within this application have been communicated to NR who acknowledge that they are required for the Dec 2024 ESG ECML TT. However, as the wider process of ECML applications for December 2025 is not yet complete, this application has to be submitted as a S22A

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.

Yes

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 implementation of these services and amendments will allow the introduction of GTR's ESG ECML TT providing additional services between London and Cambridge thereby giving customers additional travelling options and reducing congestion on that part of the network.

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.

A number of these services are already in operation without causing any detriment to performance. These services have been bid in line with the expected Dec 2025 ECML TT.

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.

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

There is no impact on maintenance or the Engineering Access Statement as a result of this proposal.

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.

The changes required to Schedule 5 Table 2.1 and Table 4.1 as a result of those changes outlined in section 3.1 above are outlined in Annex A to this Form P.

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.

Not Applicable – there are no rolling stock or timing load amendments required for this application

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 GTR are seeking to operate are part of the GTR Train Service Specification with the DfT.

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 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:

As outlined in section 4.2, this application relates to services on the ECML and as a result is associated with a number of interacting aspiration S22A application for the December 2025 TT, and in particular, GTR's 63rd Supplemental. Network Rail have now made their representations on GTR's 63rd supplemental application for the Dec 2025 ESG ECML TT and have advised the ORR of their expectation of this application for these specific access rights.

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.

There are no specific initiatives that relate to this application

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.

There are no specific initiatives that relate to this application

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 processes.

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).

No specific enhancements are required.

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.

The rights and/or amendments outlined in this 70th Supplemental are some of those highlighted within GTR's supported 65th and 67th applications, as well as a small number of additional rights/amendments. This section 22A does not replace GTR's 63rd supplemental but is intended to run concurrently to enable the Dec 2025 ESG ECML TT that has been offered by Network Rail.

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.

There are no side letters or collateral agreements between the parties in relation to this application

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.

None required.

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.

Consultation has concluded

Who conducted the consultation?

Network Rail

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

Transport Focus
Cross Country Railway
London North Eastern Railway

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

London North Eastern Railway (LNER) initially objected to this 70th Supplemental application with capacity and modelling concerns. GTR responded to LNER to provide assurance that the services these rights relate to have been included in all relevant modelling work carried out. Following this, LNER removed their objection

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.

N/A

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

N/A

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: 4TH September 2025

Name (in caps): DARREN GAY

Job title: Track Access Contract Manager

For (company) Govia Thameslink Railway 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: