



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:

Northern Trains Limited (NTL)

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:			66th
Current contract date:			03 rd March 2016
Current contract expiry date:			PCD 2027

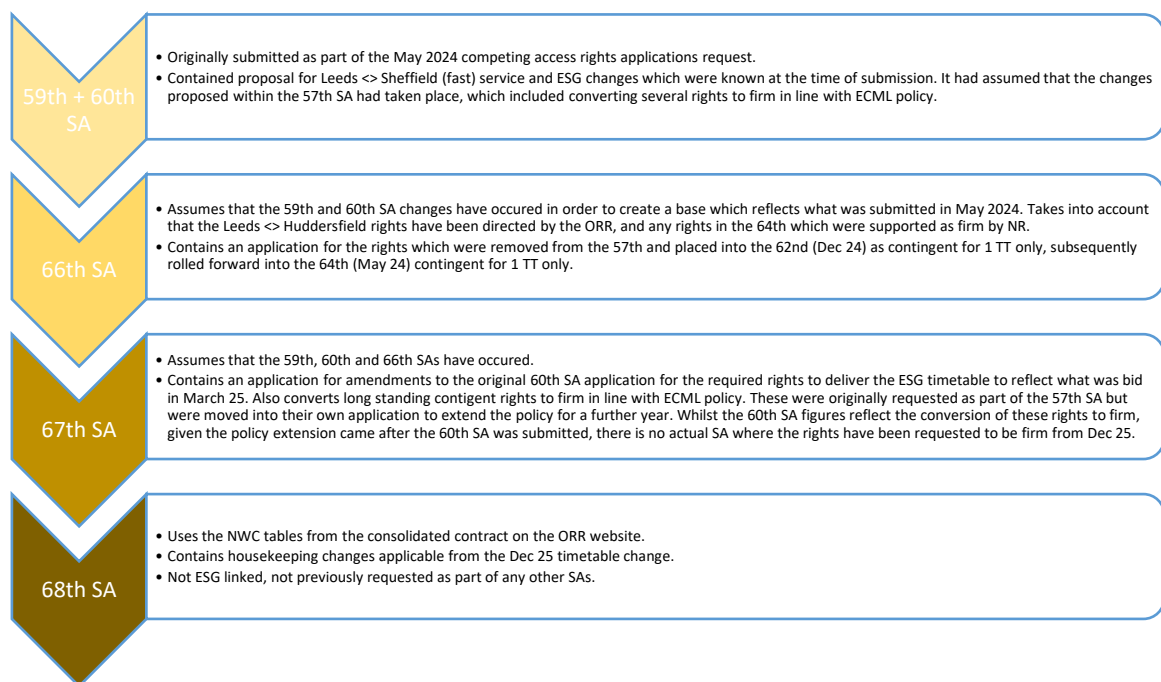
1.4 Applicant status:

Public Service Operator ☐	Public service contract start date:	01 st March 2020
	Public service contract end date:	PCD 2027
	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:

Northern's 66th Supplemental Agreement is to convert rights which were granted as contingent for 1 timetable period only in Dec 24, subsequently applied for again as contingent rights for the May 25 timetable (supported for 1 timetable period only) into firm rights from the Dec 25 timetable. There are also some rights which were supported as contingent that only came into effect from the May 25 timetable change but have since formed part of the Dec 25 PWT and have been bid for by Northern. These have also been included in this supplemental as a firm rights proposal.

In order to ensure that the application does not overwrite and therefore does not delete the rights which were contained within the 59th and 60th supplemental agreements submitted as part of the competing rights applications, Northern has had to use an amalgamation of the tables still being considered as part of those applications, as well as including any rights which have either been directed by the ORR (Leeds <> Huddersfield rights in the 57th) or have been supported as firm by NR in the 64th SA (May 25). Northern acknowledges that this does not mean that at the time of making this application that anything within the 59th or 60th SAs is approved/agreed. A flow diagram showing how these additional supplementals build upon each other is shown below:



As with all proposals for Dec 25, Network Rail do not currently support this application, although the timetable has now been offered to Northern and this supplemental agreement is in line with that timetable offer.

Proposed commencement date:	PCD 2025
End date:	PCD 2027
Date approval or directions wanted by:	ASAP

1.6 Industry consultation:

Who carried out the consultation?		Network Rail on behalf of NTL	
Consultation start date:	24/06/2025	Consultation end date:	22/07/2025
Not carried out ☐			

1.7 Applicant details

Facility Owner Company: Network Rail Infrastructure Limited (NR) Contact name: Lysette Rowley Job title: Franchise & Access Manager	Beneficiary Company: Northern Trains Limited (NTL) Contact name: Kate Oldroyd Job title: Track Access Manager
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Address: Baskerville House, Centenary Square,
Broad St, Birmingham B1 2ND

Phone: Redacted
E-mail: Redacted

Address: George Stephenson House, Toft
Green, York YO1 6JT

Phone: Redacted
E-mail: Redacted

1.7 Date of application to ORR:

29/07/2025

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:

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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).

The following amendments were previously supported as contingent rights for 1 timetable period only in Dec 24 and May 25. The rights correspond to services contained within the PWT for Dec 25. Northern are seeking to convert these contingent rights to firm.

ED04 West and North Yorkshire Inter Urban

+1 Firm SuO right between Harrogate and Leeds

+1 Firm SX Off Peak right between Lancaster and Leeds

+1 Firm SO right between Lancaster and Leeds

+1 Firm SuO right between Lancaster and Leeds

-1 Firm SX Off Peak right between Leeds and Lancaster

-1 Firm SO right between Leeds and Lancaster

+1 Firm SuO right between Leeds and Lancaster

+2 Firm SX Off Peak rights between Leeds and Morecambe

+2 Firm SO rights between Leeds and Morecambe

-1 Firm SX Off Peak right between Lancaster and Skipton

-1 Firm SO right between Lancaster and Skipton

-1 Firm SX PM Peak right between Morecambe and Leeds

+2 Firm SX Off Peak right between Morecambe and Leeds

+1 Firm SO right between Morecambe and Leeds

+1 Firm SuO right between Morecambe and Leeds

+1 Firm SX Off Peak right between Bradford FS and Lancaster (service currently operates as far as Carnforth)

+1 Firm SO right between Bradford FS and Lancaster (service currently operates as far as Carnforth)

+3 Firm SX PM Peak rights between Leeds and York (via Micklefield)

-1 Firm SX Off Peak rights between Leeds and York (via Micklefield)

+2 Firm SO rights between Leeds and York (via Micklefield)

+3 Firm SX AM Peak rights between York and Leeds (via Micklefield)

-1 Firm SX Off Peak rights between York and Leeds (via Micklefield)

+2 Firm SO rights between York and Leeds (via Micklefield)

ED05 West and North Yorkshire Local

+1 Firm SX Off Peak right between Ilkley and Bradford FS

+1 Firm SO right between Ilkley and Bradford FS

+1 Firm SX Off Peak right between Bradford FS and Ilkley

+1 Firm SO right between Bradford FS and Ilkley

ED06 South and East Yorkshire Inter Urban

+1 Firm FSX Off Peak right between Sheffield and Hull

+1 Firm SO right between Sheffield and Hull

-1 Firm SX AM Peak right between Beverley and Sheffield

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).

N/A

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.

N/A

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.

N/A

- 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).

N/A

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

N/A

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.

The version on the ORR website is the most up to date.

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.

By granting previously contingent rights to firm this will allow Northern and it's customers longer term operational certainty.

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.

The rights contained within this application have been validated and offered by Network Rail as part of the Dec 25 timetable process.

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.

Northern's Dec 25 timetable has been included within the industry wide performance modelling for the Dec 25 ECML ESG.

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

None

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.

Full details are shown in section 3.1 as well as the marked up Schedule 5 tables appended to this application.

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 paths are subject to the usual flexing by Network Rail System Operator as part of the Dec 25 timetable validation process which has now been offered to industry.

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.

N/A

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.

N/A

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.

N/A

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.

The LTP process has already been concluded for this timetable, with all the proposed services offered back to Northern by NR.

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:

N/A

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.

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.

N/A

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

All services are subject to the usual industry performance monitoring.

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.

N/A

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).

N/A

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.

N/A

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 66th SA is linked to the competing access rights application ask as well as the 67th SA.

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.

N/A

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.

N/A

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.

Abellio ScotRail Limited
 East Midlands Trains Limited
 TransPennine Trains Limited
 Transport for Wales Rail Ltd
 London North Eastern Railway Limited
 Merseyrail Electrics 2002 Limited
 Serco Caledonian Sleepers Limited
 West Coast Trains Limited
 West Midlands Trains Limited
 XC Trains Limited
 East Coast Trains Limited
 Grand Central Railway Company Limited
 Grand Union Trains
 Hull Trains Company Limited
 Nexus
 North Yorkshire Moors Railway Enterprises PLC
 South Yorkshire Supertram Limited
 Go-Op
 Pre Metro Operations
 Renaissance Trains
 Virgin Trains
 Direct Rail Services Limited
 First Greater Western Limited
 GB Railfreight Limited
 Grand Central Railway Company Limited
 Locomotive Services (TOC) Limited
 Rail Express Systems Limited
 West Coast Railway Company Limited
 Rail Operations (UK) Limited
 Vintage Trains Limited
 Colas Rail Limited
 DB Cargo (UK) Limited
 Devon and Cornwall Railways Limited
 Direct Rail Services Limited
 Freightliner Limited
 Freightliner Heavy Haul Limited
 GB Railfreight Limited
 Hanson & Hall Rail
 Harsco Rail Limited
 Loram UK Limited
 Rail Operations (UK) Limited
 SLC Operations
 Varamis Rail
 Victa Railfreight Limited
 Vintage Trains Limited
 West Coast Railway Company
 Associated British Ports
 Legge Infrastructure Services Limited
 London Gateway Port Limited
 Tarmac Trading Limited
 Victoria Harbour Limited
 Hutchison Ports (UK)
 Maritime Transport Limited
 MDS Transmodal
 Transport for Greater Manchester
 Merseyside PTE (Merseytravel)

South Yorkshire PTE
 West Midlands PTE (Centro)
 West Yorkshire PTE (Metro)
 DfT
 ORR
 Rail Freight Group
 Regulatory Reform
 Transport Focus

Who conducted the consultation?

Network Rail on behalf of Northern.

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

XC – No objections
 GWR – No comments
 WYCA – Supportive of the application
 Transport Focus – No comments
 LNER – Broadly supportive of the application, LNER had queried if the rights being converted from contingent to firm took into account LNER's unused 0.5tph rights and also queried if the declaration of congested infrastructure between Doncaster Marshgate and Leeds Copley Hill would cause any issues with the rights being sought.

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

NTL responded to LNER to state that the rights being converted to contingent pertained to services already running and therefore had been taken into account when modelling work was undertaken with regards to LNER's 0.5tph. NTL deferred the query about congested infrastructure to NR.

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?

Some typo's have been corrected in this Form P (highlighted in yellow) and one correction has been made to the schedule 5 tables – Sheffield to Hull – to distinguish between a differing number of rights FSX and FO. The higher quantum was consulted out and the correction, lowers the quantum.

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 29th July 2025

Name (in caps) KATE OLDROYD Job title TRACK ACCESS MANAGER

For (company) Northern Trains 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: