



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:			67th
Current contract date:			03 rd March 2016
Current contract expiry date:			PCD 2027

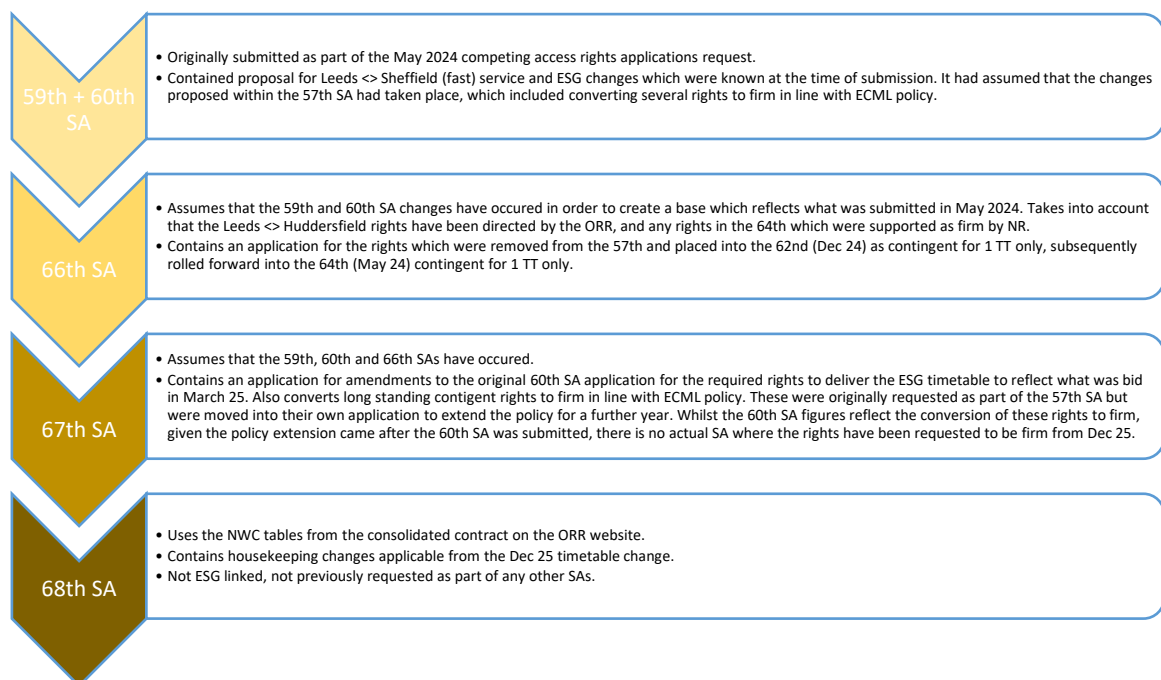
1.4 Applicant status:

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 67th Supplemental Agreement covers the updates to the ESG timetable development work since Northern submitted their 60th SA in May of 2024 as part of the request to industry for competing applications as well as converting any ECML policy contingent rights to firm. This also covers any non-ESG related changes that have arisen out of the normal timetable planning process for the Dec 25 timetable, and due to when this application is being submitted, any changes which have occurred during the timetable validation and offer response process.

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, 60th or 66th 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 following application is in line with what Northern has been offered for the Dec 25 timetable.

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 Northern	
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).

ED01 Tyne, Tees and Wear

-1 SX Off Peak right between Darlington and Saltburn (Northern currently hold 15 and requested a further 3 as part of the 60th but now only require 2 additional rights so is a reduction on what had previously been requested).

-1 SO right between Darlington and Saltburn (Northern currently hold 15 and requested a further 3 as part of the 60th but now only require 2 additional rights so is a reduction on what had previously been requested).

-1 SX PM Peak right between Middlesbrough and Whitby (linked to reinstation of Newcastle to Whitby service)

-1 SO right between Middlesbrough and Whitby (linked to reinstation of Newcastle to Whitby service)

-1 SuO right between Middlesbrough and Nunthorpe – this is due to merging 2 services to form 1 through service

-2 SX AM Peak right between Carlisle and Newcastle (Northern currently hold 0 and had requested 4 as part of the 60th but now only require 2)

-4 SX Off Peak rights between Carlisle and Newcastle (Northern currently hold 11 and had requested an additional 8 as part of the 60th but now only require an additional 4)

-6 SO rights between Carlisle and Newcastle (Northern currently hold 12 and had requested an additional 11 as part of the 60th but now only require an additional 5)

-2 SX PM Peak rights between Newcastle and Carlisle (Northern currently hold 4 rights and had requested a further 2 rights as part of the 60th this reduces the number back down to what Northern currently holds)

-5 SX Off Peak rights between Newcastle and Carlisle (Northern currently hold 7 and had requested an additional 10 as part of the 60th but now only require an additional 5)

-7 SO rights between Newcastle and Carlisle (Northern currently hold 12 rights and had requested an additional 11 as part of the 60th but now only require an additional 4)

-1 SX AM Peak right between Middlesbrough and Carlisle

-1 SO right between Middlesbrough and Carlisle

Via ECML right counted in the Via Sunderland rights in error

+1 SO right Middlesbrough to Carlisle via ECML

Relinquishing of all remaining Carlisle to Morpeth rights. The 60th had retained a small number of rights but this requirement is no longer required.

-1 SuO right between Newcastle and Morpeth – linked to Darlington to Morpeth service.

+1 SX Firm PM Peak right between Hexham and Morpeth

+1 SO Firm right between Hexham and Morpeth

These were not known at the time of the 60th and were bid for at D-40

-1 SX Off Peak right between Newcastle and Hexham – this is due to merging 2 services together to make one through service

-1 SO right between Newcastle and Hexham (Northern currently hold 1 right and had requested an additional 11 rights as part of the 60th SA but now only require an additional 10)

+1 SX PM Peak right between Newcastle and Whitby (linking 2 existing services into 1 through service. Linked to reductions in Newcastle to Middlesbrough and Middlesbrough to Whitby)

+1 SO right between Newcastle and Whitby (linking 2 existing services into 1 through service. Linked to reductions in Newcastle to Middlesbrough and Middlesbrough to Whitby)

+1 SX Firm Off Peak right between Middlesbrough and MetroCentre (this was not known about at the time of the 60th but was bid for at D-40)

+1 SO Firm right between MetroCentre and Hartlepool (this was not known about at the time of the 60th but was bid for at D-40)

+1 SX Firm PM Peak right between Newcastle and Great Ayton

+1 SX Firm Off Peak right between Newcastle and Great Ayton

+2 SO Firm rights between Newcastle and Great Ayton
 +2 SX Firm Off Peak rights between Great Ayton and Newcastle
 +2 SO Firm rights between Great Ayton and Newcastle
 These were not known at the time of the 60th and were bid for at D-40

-1 SuO right between Darlington and Newcastle via ECML – linked to merging 2 services together to form 1 through service
 +1 SuO Firm right between Darlington and Morpeth via ECML – linked to merging 2 service together to form 1 through service

+1 SO Firm right between Middlesbrough and Hexham (Northern currently hold 2 rights but under the 60th had proposed to relinquish them. Northern now require 1 right on a SO)

-1 SX Off peak right between Middlesbrough and Newcastle (Northern currently hold 0 off peak rights and had requested 6 as part of the 60th SA but now only require 5)

-1 SO right between Middlesbrough and Newcastle (Northern currently hold 2 rights and had requested an additional 6 as part of the 60th SA but now only require an additional 5)

-1 SX PM Peak right between Newcastle and Middlesbrough

-1 SO right between Newcastle and Middlesbrough

-1 SO Firm right between Newcastle and Hartlepool (the 60th SA had proposed that this right was retained but following further ESG development work the right is no longer required)

+1 SX Off Peak Firm right between Middlesbrough and Hexham – this is because of merging a Newcastle <> Hexham and a Middlesbrough <> Newcastle service to create one through service.

-2 SX PM peak rights between Newcastle and Nunthorpe (Northern currently hold 0 rights and had requested 3 additional rights as part of the 60th. This can now be revised to only 1 additional right)

-1 SX Off Peak right between Newcastle and Nunthorpe (Northern currently hold 1 right and had requested 6 additional rights as part of the 60th SA but now only require 5 additional rights)

-3 SO rights between Newcastle and Nunthorpe (Northern currently hold 0 rights and had requested an additional 10 but now only require 7)

+1 SuO Firm right between Newcastle and Nunthorpe – this links to 2 services being merged together to form 1 through service

Amend Nunthorpe to Hexham to read Nunthorpe to Newcastle

+1 SX Firm AM Peak right between Nunthorpe and Newcastle (Northern currently hold 1 AM peak right between Nunthorpe and Hexham, under the 60th SA this was proposed to be relinquished. Northern are now seeking to reinstate that right but only as far as Newcastle)

+8 SX Firm Off Peak rights between Nunthorpe and Newcastle (Northern currently hold 4 SX Off peak rights between Nunthorpe and Hexham, under the 60th SA these were proposed to be relinquished. Northern are now seeking to reinstate that right but only as far as Newcastle)

+9 SO Firm rights between Nunthorpe and Newcastle (Northern currently hold 5 SO rights between Nunthorpe and Hexham, under the 60th SA these were proposed to be relinquished. Northern are now seeking to reinstate that right but only as far as Newcastle)

+1 SX Firm Off Peak right between Newcastle and Ashington (Northern have spot bid this post D-40 in order to run an additional passenger service to enable the unit to arrive onto Heaton Depot later to assist with depot flow)

+1 SO Firm right between Newcastle and Ashington (Northern have spot bid this post D-40 in order to run an additional passenger service to enable the unit to arrive onto Heaton Depot later to assist with depot flow)

In table 4.1 of Schedule 5, a contingent call has been added for Redcar British Steel to support an ongoing project to reopen the station.

ED04 West and North Yorkshire Inter Urban

Update of timing load from class 150 to class 170 for Leeds to York via Harrogate route.

-1 SX AM Peak right between Knaresborough and Leeds
 -1 SO right between Knaresborough and Leeds

+1 SX Firm PM Peak right between Leeds and Harrogate
 +1 SX Firm Off Peak right between Leeds and Harrogate
 +1 SO Firm right between Leeds and Harrogate

-1 SX PM Peak right between Leeds and Knaresborough
 -1 SO right between Leeds and Knaresborough

-1 SX AM Peak right between Hebden Bridge and Leeds
 -1 SX AM Peak right between Leeds and Hebden Bridge
 -1 SO right between Leeds and Hebden Bridge

Merging of 2 duplicate entries for Leeds <> Selby and Selby <> Leeds where the SuO rights were in a separate entry. Does not represent any additional rights or use of capacity.

-13 SX Off Peak rights between Leeds and Selby – Northern believe that these should have been relinquished when the Hull <> Halifax service was granted firm rights.
 -10 SO rights between Leeds and Selby – Northern believe that these should have been relinquished when the Hull <> Halifax service was granted firm rights.

-1 SX Off Peak right between Blackpool North and Bradford Interchange

Added the routing of 'via Micklefield' to the Leeds <> York entry to differentiate it from the Leeds <> York via Harrogate services.

+1 SX Firm AM Peak right between Selby and Halifax
 +1 SO Firm right between Selby and Halifax

ED05 West and North Yorkshire Local

+2 SX Firm AM Peak rights between Leeds and Wigan Wallgate
 +2 SX Firm Off Peak rights between Leeds and Wigan Wallgate
 +4 SO Firm rights between Leeds and Wigan Wallgate
 +2 SX Firm AM Peak rights between Wigan Wallgate and Leeds
 +4 SX Firm Off Peak right between Wigan Wallgate and Leeds
 +5 SO Firm rights between Wigan Wallgate and Leeds

-1 SX Firm AM Peak right between Wigan NW and Leeds
 +1 SX Firm Off Peak right between Wigan NW and Leeds
 -3 SO Firm rights between Wigan NW and Leeds
 -1 SX Firm PM Peak right between Leeds and Wigan NW
 -3 SX Firm Off Peak rights between Leeds and Wigan NW
 -4 SO Firm rights between Leeds and Wigan NW

Update of timing load from class 321 to class 333 on Leeds <> Doncaster services

Conversion of long held contingent rights in line with ECML policy on the following service groups:

+1 SO right between Leeds and Doncaster
 +8 SuO rights between Leeds and Doncaster
 +1 SO right between Doncaster and Leeds
 +8 SuO rights between Doncaster and Leeds

+2 SO rights between Sheffield and Leeds (Northern hold 1 contingent right so are seeking an additional 1 right)
 +8 SuO rights between Sheffield and Leeds
 +1 SX Off Peak right between Leeds and Sheffield
 +3 SO rights between Leeds and Sheffield (Northern hold 2 contingent rights so are seeking an additional 1 right)
 +8 SuO rights between Leeds and Sheffield

Northern's Leeds <> Knottingley via Wakefield Westgate is formed of contingent rights between Leeds and Wakefield in line with ECML policy and then firm rights between Wakefield and Knottingley, displayed as separate entries within Northern's TAC. Northern are seeking to convert the contingent rights to firm and then merge the entries so that the full service is shown as 1 entry.

Remove the entries for Wakefield Westgate <> Knottingley and vv (not including the long standing 2 firm rights SX and SO between Knottingley and Wakefield).

Merge entries to make:

- +4 SX Firm AM Peak rights between Leeds and Knottingley
- +4 SX Firm PM Peak rights between Leeds and Knottingley
- +9 SX Firm Off Peak rights between Leeds and Knottingley
- +17 SO Firm rights between Leeds and Knottingley
- +2 SX Firm AM Peak rights between Knottingley and Leeds
- +3 SX Firm PM Peak rights between Knottingley and Leeds
- +9 SX Off Peak rights between Knottingley and Leeds**
- +14 SO Firm rights between Knottingley and Leeds

ED06 South and East Yorkshire Inter Urban

Conversion of an ECS move which currently runs in winter to provide an additional Sunday AM service Hull <> Scarborough and matches what currently runs in the summer months -

+1 SuO Firm right between Hull and Scarborough

+1 SuO Firm right between Beverley and Hull

-2 SuO rights between Scarborough and Hull

-1 SX Off Peak right between Hull and Doncaster (linked to increase in Hull to Sheffield and decrease in Doncaster to Sheffield – merging of 2 existing services to make a through service)

-1 SX Off Peak right between Sheffield and Beverley

-1 SO right between Beverley and Sheffield

-1 SX PM Peak right between Sheffield and Bridlington

-1 SX Off Peak right between Sheffield and Bridlington

-2 SO rights between Sheffield and Bridlington

+1 FO Off Peak right between Sheffield and Scarborough (granted as contingent for the May 25 TT)

+1 SO right between Sheffield and Scarborough (granted as contingent for the May 25 TT)

+1 SX Off Peak right between Hull and Sheffield (linked to reduction in Hull to Doncaster and Doncaster to Sheffield – merging 2 existing services to form a through service)

+1 SX Off Peak right between Bridlington and Sheffield

+1 SO right between Bridlington and Sheffield

+2 SuO Firm rights between Scarborough and Sheffield

Conversion of long standing contingent rights in line with ECML policy between Sheffield <> Adwick:

+2 SX PM Peak Firm rights between Adwick and Sheffield

+5 SX Off Peak Firm rights between Adwick and Sheffield

+7 SO Firm rights between Adwick and Sheffield

+1 SX PM Peak Firm right between Sheffield and Adwick

+4 SX Off Peak Firm right between Sheffield and Adwick

+5 SO Firm rights between Sheffield and Adwick

-1 SX Off Peak right between Scunthorpe and Doncaster (linked with additional entry Scunthorpe <> Sheffield entry and reduction in Doncaster to Sheffield – merging of 2 existing services to make a through service)

+1 SX Off Peak right between Scunthorpe and Sheffield

-2 SX Off Peak rights between Doncaster and Sheffield

-1 SO right between Doncaster and Sheffield

Conversion of some long held contingent rights in line with ECML policy to firm and other rights granted as contingent for the May 25 TT. Some changes to routing of services on the Hull <> York axis.

-1 SuO right between Hull and York via ECML

+1 SO right between Selby and York via ECML

-3 SuO rights between York and Hull via ECML

+1 SO right between York and Selby via ECML

+2 SuO rights between Hull and York via Sherburn

-1 SuO right between Selby and York via Sherburn

-2 SX AM Peak rights between York and Hull via Sherburn – correcting a typo/error as there is no AM Peak definition for services departing York or arriving at Hull.

+1 SX Off Peak right between York and Hull via Sherburn

-1 SO right between York and Hull via Sherburn

+3 SuO rights between York and Hull via Sherburn

-1 SuO right between York and Selby via Sherburn

+1 SX Off Peak right between York and Bridlington via Sherburn

+1 SO right between York and Bridlington via Sherburn

ED07 South and East Yorkshire Local

+1 SuO right between Lincoln and Huddersfield (linked to reductions on Huddersfield <> Sheffield axis – merges 2 existing services to form a through service)

+1 SX Off Peak right between Sheffield and Huddersfield (Northern previously relinquished this right as a result of COVID reductions but now intend to reinstate the service)

+1 SO right between Sheffield and Huddersfield (Northern previously relinquished this right as a result of COVID reductions but now intend to reinstate the service)

-1 SuO right between Sheffield and Huddersfield (linked to Lincoln <> Huddersfield increase)

Relinquishing rights which used to be the Sheffield <> Leeds via Barnsley fast which went on to merge with the Sheffield <> Lincoln local to form the Leeds <> Lincoln service (listed separately within the TAC). Does not represent a freeing up of capacity rather removing a duplicate entry within the TAC.

-2 SX AM Peak rights between Sheffield and Leeds via Barnsley

-11 SX Off Peak rights between Sheffield and Leeds via Barnsley

-12 SO rights between Sheffield and Leeds via Barnsley

-1 SuO right between Sheffield and Leeds via Barnsley

-2 SX AM Peak rights between Leeds and Sheffield via Barnsley

-3 SX PM Peak rights between Leeds and Sheffield via Barnsley

-9 SX Off Peak rights between Leeds and Sheffield via Barnsley

-14 SO rights between Leeds and Sheffield via Barnsley

Starting the previous Nottingham to Carlisle SuO service at Sheffield in line with what has been running.

+1 SX Off Peak right between Sheffield and Leeds via Castleford

-1 SuO right between Lincoln and Sheffield (linked to Lincoln to Huddersfield increase)

-1 SX Off Peak right between Sheffield and Leeds via Barnsley (in the non-duplicated entry)

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 consolidated contract on the ORR's website is current up to and including the May 25 timetable.

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.

As part of the ECML ESG timetable rewrite some cross Newcastle services have been split in order to both help improve train performance and position the services to provide a better interval of service.

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 67th SA contains changes which are consistent with the ESG timetable outputs. The ESG work has been capacity modelled and as well as delivering an output timetable to demonstrate the use of capacity. The timetable has subsequently been bid and offered to Northern which contains the amendments proposed in this application.

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?

The ESG timetable has implications for the timings of first and last services. NTL has worked with Network Rail through the Engineering Access Statement process to facilitate the necessary easements to Section 4 times to enable earlier and later services to operate.

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. The rights being sought are in line with what has been offered to Northern as part of the Dec 25 timetable.

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.

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.

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 changes contained within this 67th SA are in line with the outputs from the industry ESG work and the subsequent timetable offer to Northern as a result of the normal validation process, with the exception of the EWD Newcastle <> Ashington additional right which has been submitted as a spot bid.

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:

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.

N/A

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.

Nexus – objects to any additional firm rights being granted on the Durham Coast until Nexus have begun to operate their additional path per hour which they have rights to. Have requested the rights are granted as contingent only.
 Transport Focus – no comments
 WYCA – supports the application
 LNER – broadly supportive, had questions surrounding interaction with their 0.5 tph and congested infrastructure (see below)
 GWR – no comments
 XC- no comments

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.

Nexus – Northern have responded to NR on the objection raised by Nexus during the consultation period to state that Network Rail are in the process of refreshing the piece of work which models Nexus' additional train alongside the Dec 25 timetable now that it has been offered back. No issues are expected to arise from it.

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

No.

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: