

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:

Grand Central Railway Company (GC)

1.2 Facility owner details:

Network Rail:	<input checked="" type="checkbox"/>				
Region:	Southern <input type="checkbox"/>	Eastern <input checked="" type="checkbox"/>	North West & Central <input type="checkbox"/>	Wales & Western <input type="checkbox"/>	Scotland's Railway <input type="checkbox"/>
Other Facility Owner:	<input type="checkbox"/>	Please state:			

1.3 Application under the Railways Act 1993 section:

17	<input type="checkbox"/>	18	<input type="checkbox"/>	22	<input type="checkbox"/>	22A	<input checked="" type="checkbox"/>
Supplemental Number:						32nd	
Current contract date:						01 August 2014	
Current contract expiry date:						Principal Change Date (PCD) 2038	

1.4 Applicant status:

Public Service Operator <input type="checkbox"/>	Public service contract start date:	
	Public service contract end date:	
	Name of funder (e.g. DfT, Local Authority):	
	Does the funder support this application?	Yes <input type="checkbox"/> No <input type="checkbox"/>
Open Access <input checked="" type="checkbox"/>		
Charter Operator <input type="checkbox"/>		

1.5 Executive summary of the proposed contract or amendment:

This proposal is seeking access rights for GC to operate four return services per day between London Kings Cross and Cleethorpes. These services will be operated as part of GC's existing West Riding service between London Kings Cross and Doncaster in multiple unit formation (2 x 5 car units), splitting/joining at Doncaster to further serve Cleethorpes, Grimsby Town, Habrough, Barnetby and Scunthorpe. The service will also introduce additional calls at Peterborough in some services.

The proposed services, once approved, would be added into GC's existing access rights within PCD December 2026, running to the full term of GC's access rights contract, recently extended under its 31st Supplemental Agreement.

These services will introduce direct rail connectivity to London from Cleethorpes, Grimsby Town, Habrough, Barnetby and Scunthorpe without the need for significant infrastructure investment at the burden of the taxpayer. GC is a successful operator with a long track record of mobilising and delivering highly valued services to under-served locations making Grand Central uniquely capable of quickly establishing these services.

Proposed commencement date:	Within Principal Change Date (PCD) December 2026
End date:	PCD December 2038
Date approval or directions wanted by:	30/04/2026

1.6 Industry consultation:

Who carried out the consultation?	Network Rail		
Consultation start date:	04/04/2025	Consultation end date:	06/05/2025
Not carried out <input type="checkbox"/>			

1.7 Applicant details

Facility Owner Company: Network Rail Contact name: Mark Garner Job title: Customer Manager Address: Floor 4B George Stephenson House, Toft Green, York, YO1 6JT Phone: [REDACTED] E-mail: [REDACTED]	Beneficiary Company: GC Contact name: Chris Brandon Job title: Interim Director Address: Suite 2A, 20 George Hudson Street, York YO1 6WR Phone: [REDACTED] E-mail: [REDACTED]
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1.7 Date of application to ORR:

20/02/2026

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):

Draft timetable provided in F3 print form:

Document reference: "Dec 26 Cleethorpes F3s",
"Grand Central_32nd Supplemental_Timetable"

Timetable Commentary Report:

Document reference: "Grand Central_Cleethorpes_Timetable Report V5"

Operational Considerations (Splitting and joining):

Document reference: "GCCLEETHORPES002 V2 - Operational Considerations"

Independent Performance Modelling

Document reference: "Grand Central Cleethorpes Performance Modelling FINAL"

Revenue and Demand Modelling report:

Not provided with form-p, will follow in Mar-26, once updated to final revision.

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: [REDACTED]

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.

N/A

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).

Introduction

GC has been operating Open Access (OA) services between the North East and London since 2007 and between West Yorkshire and London since 2010. Since services were introduced, GC has successfully introduced incremental service growth on both routes and is now seeking further incremental service changes through the introduction of a new destination, Cleethorpes. Introducing this new destination will allow for station calls at Scunthorpe, Barnetby, Habrough, Grimsby Town en route to Cleethorpes.

This application is made considering the implementation of the East Coast Mainline (ECML) Event Steering Group (ESG) timetable, implemented in December 2025.

Access Rights Sought

Under this application, GC is seeking access rights to be included in Schedule 5 of its Track Access Agreement for 4 trains per day, 7 days per week, in each direction between Doncaster and Cleethorpes, calling at Scunthorpe, Barnetby, Habrough and Grimsby Town.

GC is also seeking firm rights for passenger train slots to combine at Doncaster with units coupling and uncoupling. This will allow the new Cleethorpes to Doncaster services to join with existing West Yorkshire services to provide new direct through services between Lincolnshire and London.

The application also proposes to increase the number of GC services calling at Peterborough, adding 2 additional station calls in each direction, except for Sundays which add 1 station call. This builds on the successful introduction of competition in January 2024 at Peterborough. This will provide additional journey opportunities between Peterborough and London as well as new direct journey opportunities between Peterborough and Lincolnshire.

A marked-up version of Schedule 5 is provided alongside this application showing the additional access rights requested, along with a proposed timetable.

Rationale

East Coast Mainline Line ("ECML") capacity is becoming increasingly constrained in sections with Network Rail ("NR") recently issuing a declaration of congested infrastructure on some sections of the ECML from December 2025. The introduction of new services between Cleethorpes and Doncaster, coupling into existing West Riding services will allow GC to provide new direct journey opportunities without the requirement to seek additional train paths on the ECML into London Kings Cross.

This allows GC to build on its excellent track record providing services to underserved areas, with Scunthorpe, Barnetby, Habrough, Grimsby Town and Cleethorpes all gaining direct rail connectivity to London Kings Cross.

Proposed timetables, aligned to GCs proposed West Riding service (submitted under our 35th Supplemental Agreement application) are as follows (also provided in separate document):

Headcode	1Y57	1Z59	1A59	1Z70	1A70	1A63	1A71	1Z67	1A67	1Z68	1A68	2G84	2G85
Cleethorpes		06:47		08:27				15:30		17:01			
Grimsby Town		06:54-57		08:34-41				15:37-41		17:08-09			
Habrough		07:11-12		08:51-51				15:51-52		17:19-20			
Barnetby		07:20-21		08:59-00				16:00-01		17:28-29			
Scunthorpe		07:35-38		09:14-20				16:15-16		17:43-44			
Bradford Interchange		↓	06:58	↓	08:43	10:39	12:47	↓	15:38	↓	16:56	18:46	19:56
Low Moor		↓	07:03-04	↓	08:48-49	10:44-45	↓	↓	15:43-44	↓	17:01-02	18:51-52	20:01-03
Halifax		↓	07:10-12	↓	08:55-56	10:51-52	12:57-13:00	↓	15:50-51	↓	17:08-09	18:58-58	20:09-11
Brighouse		↓	07:21-22	↓	09:06-07	11:01-02	13:09-11	↓	16:01-02	↓	17:19-20	19:08-08	20:20-22
Mirfield		↓	07:28-30	↓	09:13-13	11:08-09	13:17-18	↓	16:08-09	↓	17:26-26	19:14-15	20:28-29
Wakefield Kirkgate	05:24	↓	07:44-46	↓	09:26-27	11:22-23	13:31-32	↓	16:22-25	↓	17:39-41	19:30	20:50
Pontefract Monkhill	↓	↓	07:59-08:00	↓	↓	11:37-40	↓	↓	16:38-39	↓	17:55-58		
Doncaster (a)	↓	08:13	08:21	09:46	09:54	12:02	13:54	16:49	17:01	18:11	18:23		
Doncaster (d)	↓	↓	08:31	↓	10:03	12:09	14:02	↓	17:07	↓	18:34		
Peterborough	↓	↓	↓	↓	10:49-50	↓	↓	↓	17:55-57	↓	19:26-28		
London King's Cross	08:20		10:03		11:38	13:45	15:36		18:44		20:20		
Notes	via York												

Headcode	2G70	2G63	1D80	1D81	1Z81	1D83	1Z83	1D84	1D85	1D97	1Z97	1Y88	1Z88
London King's Cross			09:00		11:17		13:17	15:13	16:25		20:03		21:00
Peterborough			↓		12:03-05		14:04-06	↓	↓		20:49-51		↓
Doncaster (a)			10:31		12:51		14:52	16:53	17:58		21:40		22:29
Doncaster (d)			10:32	13:11	13:00	15:06	15:02	17:01	18:03	21:53	21:48	22:38	22:35
Pontefract Monkhill			10:59-11:00	13:34-34	↓	↓	↓	17:25-30	18:30-31	↓	↓	↓	↓
Wakefield Kirkgate	07:22	09:15	11:15-16	13:51-52	↓	15:35-37	↓	17:51-57	18:50-52	22:14-15	↓	23:37	↓
Mirfield	07:33-37	09:26-27	11:29-32	14:03-04	↓	15:49-50	↓	18:08-09	19:03-04	22:26-27	↓		↓
Brighouse	07:45-47	09:33-35	11:38-45	14:10-12	↓	15:57-59	↓	18:16-17	19:10-11	22:33-34	↓		↓
Halifax	07:57-58	09:44-45	11:57-59	14:23-24	↓	16:09-10	↓	18:27-29	19:22-22	22:44-45	↓		↓
Low Moor	08:06-06	09:52-53	12:05-06	14:30-31	↓	16:16-17	↓	↓	19:29-29	22:51-52	↓		↓
Bradford Interchange	08:12	10:00	12:12	14:38	↓	16:23	↓	18:39	19:36	22:59	↓		↓
Scunthorpe						13:25-28		15:31-32				22:13-14	23:03-06
Barnetby						13:42-43		15:46-47				22:28-29	23:22-23
Habrough						13:51-52		15:55-56				22:37-38	23:31-32
Grimsby Town						14:02-06		16:06-07				22:50-51	23:42-43
Cleethorpes						14:23		16:23				23:03	23:52
Notes	via York												

Key
Additional services in 35th Supplemental application
Additional services and added/removed calls in 32nd Supplemental (Cleethorpes) application
Operates in 2 unit formation

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).

GC is currently operating across approximately 75% of the proposed route. GC will undertake all of the necessary safety validation in order to introduce regular coupling / uncoupling during passenger service and will work closely with Network Rail to introduce this.

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](#).

To the end of GC's current track access rights contract PDC December 2038.

GC will commence operations with existing rolling stock (Class 180), however upon approval of access rights requested within this application, GC will seek to order two additional Class 820 units as an extension of its new rolling stock order signed with Hitachi and Angel Trains in 2025.

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.

GC has held extensive discussions with NR in relation to this application. It is the belief of GC that there are no issues preventing the introduction of these proposed services. However, NR has advised GC that it does not wish to respond in support or otherwise at this stage and will instead set out its position formally when requested to do so by ORR. While disappointing, it is the prerogative of NR to take this course of action. We look forward to receiving NR's feedback in due course and are confident the robust approach to our application will see us pre-emptively answer any concerns that NR does raise directly with the ORR.

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 confirmed as of 9th January 2026 including the 28th Supplemental Agreement.

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 introduction of Cleethorpes as a new destination will provide additional new direct rail connectivity between Scunthorpe, Barnetby, Habrough, Grimsby and Cleethorpes with London Kings Cross. The service will represent the first direct rail connectivity from London to Cleethorpes in over 30 years. This will reduce or provide comparable end-to-end journey times, but importantly, removing the requirement to interchange, providing 775,000 additional seats per year, via 4 return services per day.

The new direct services will bring the existing GC product and brand to Lincolnshire, introducing dedicated fares, providing value for money and keeping fares lower for passengers alongside bringing its great onboard customer service.

The new services will make the best use of available network capacity, utilising existing GC train paths on the ECML to deliver new direct services, at a time when ECML capacity is heavily constrained in sections.

Introduction of these services will unlock significant economic benefits, potentially more than £30m annually to the region, as referenced by the Greater Lincolnshire Local Enterprise Partnership commissioned report by JMP Consultants Ltd, now part of Systra, and which is available in the public domain. This report, although written in 2015, provides a compelling data-led analysis of why the introduction of direct rail connectivity from Northeast Lincolnshire (in particular Cleethorpes, Barnetby, Grimsby and Scunthorpe) is beneficial to the region. The case made in 2015 remains the case today, and in many cases is further strengthened by increased rail patronage and greater public awareness of the environmental benefit of public transportation, in particular rail. The report references a previous application made by an Arriva company at the time of application, Alliance Rail, which proposed direct services, but without splitting and joining with our West Riding service group.

In addition to benefits to passengers, GC will investigate the potential to create jobs in the Cleethorpes area with the potential to station a crew base in the area and stabling of one train per night at or near Cleethorpes station.

These additional services will allow GC to increase its order for new build rolling stock, helping to secure existing jobs in the Northeast of England within the rail vehicle manufacturing supply chain.

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.

GC is proposing to utilise existing paths between London and Doncaster, therefore requiring no additional capacity on the ECML. GC will work with Network Rail to confirm platforming at Kings Cross and Doncaster for 10 car units, to ensure the greatest efficiency of operations.

In relation to the route from Doncaster to Cleethorpes, GC has identified suitable paths to connect into GC services and will continue to work with NR on the validation of these services.

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.

Event Steering Group timetable performance modelling has indicated a general worsening in ECML service performance, although early signs indicate that there has been no, or limited worsening since introduction. In terms of quantum of services operating on the ECML GC is proposing no additional paths and therefore anticipates performance will not be adversely impacted. This has been proven to be the case as a result of the independent performance modelling we've had conducted on these

proposed services, and which is provided with this application. This independent performance modelling highlights that there is no material impact on ECML performance from the introduction of GC's proposed services.

We recognise the potential risk of introducing splitting and joining moves at Doncaster, however, GC will work closely with NR on detailed contingency arrangements to ensure any delay is minimised. In advance of that detailed work, we have set out our suggested process for the splitting and joining, and also contingency planning in a document attached to our application. This document has already been shared with Network Rail and will form the basis for our detailed discussions with them in due course.

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

There is no impact on the maintenance and renewals activity.

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.

GC is proposing the following additional services - 4 trains per day in each direction between with London Kings Cross and Cleethorpes, 7 days per week. This will comprise of:

Monday – Sunday

Doncaster to Cleethorpes – 4 services per day
Cleethorpes to Doncaster – 4 services per day

Firm rights to combine services at Doncaster with units splitting or joining.

Additional calls at Peterborough.

Monday - Saturday

Bradford / Cleethorpes to London – 2 additional daily calls at Peterborough
London to Bradford / Cleethorpes – 2 additional daily calls at Peterborough

Sunday

Bradford / Cleethorpes to London – 1 additional daily call at Peterborough
London to Bradford / Cleethorpes – 1 additional daily call at Peterborough

5.2 Flexing rights: Please explain any limitations on the facility owner's flexing rights in the proposal and the rationale for such limitations.

GC is not proposing any changes to Network Rail's flexing rights.

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.

GC will operate the additional unit diagrams required by supplementing our existing fleet of Class 180 units from December 2026 with 2 more Class 180 units until new replaced with new class 820 rolling stock. We have had discussions with the owners of class 180 rolling stock and confirm that there is the potential for us to lease additional rolling stock. We have also secured option order rights for class 820 rolling stock as part of our order announced in Q1 2025. All rolling stock types are route cleared to Cleethorpes. Gauging analysis for class 180 is provided with this application, gauging analysis for class 820 can be provided upon request and will be confirmed with Network Rail in due course.

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.

Not applicable. GC is an open access operator.

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.

No

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.

GC has been fully engaged in the development of the ECML timetable and December 2025 introduction. The additional services proposed have been developed against the December 2025 timetable as a base.

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:

GC will introduce additional services between London and Cleethorpes. This will lead to additional competition specifically at Doncaster and new competition at Scunthorpe, Barnetby, Habrough, Grimsby and Cleethorpes, albeit with no current direct rail connectivity to London.

Indirect competition will be created on the majority of other flows; however, GC will provide additional direct services and / or significant improvements to journey times vs existing opportunities to travel.

GC is confident that the application will pass the ORR's NPA test and will demonstrate significant additional passenger benefits.

The required NPA analysis and business case will be provided shortly after this application, with a report currently being finalised. As part of this process, we have employed independent experts to conduct revenue and demand analysis, with them independently calculating and supporting our belief that we pass the NPA ratio. This analysis has been conducted by AECOM on our behalf, and their report will be provided in support of this application when it is finalised in March 2026.

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.

As a result of utilising existing paths on the ECML between London and Doncaster, GC can add significant additional direct rail connectivity without negatively impacting capacity on the ECML.

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.

Not applicable.

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

There is no change to the monitoring of services arising from this proposal.

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).

The proposal does not require any enhancements.

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.

This application is being made alongside GC's 35th Supplemental agreement, which seeks to add additional services to existing GC destinations, namely Bradford. The proposed services for this application are built from the proposed timetable, which GC is seeking approval for under the 35th Supplement Agreement application.

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.

The whole proposal has been submitted.

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.

No redactions have been made to the information provided.

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.

When conducting the consultation, Network Rail contacted the following industry stakeholders:

Greater Anglia
Northern
East Midlands
Transpenine Express
GTR
LNER
Chiltern
West Midlands Trains
CrossCountry
First Rail
Lumo
East West Rail
Grand Union
Hull Trains
Nexus
Go-op
Renaissance Trains
WSMR
Virgin
NTS Global
GWR
GB Rail Freight
Locomotive Services TOC Ltd
DB
Colas Rail
DC Rail
EPR Rail
Freightliner
Hanson and Hall
Harsco
Loram
Rail Adventure
Varamis Rail
Victa Rail Freight
Legge Infrastructure Services
Fishbone
Tarmac
PD Ports
Hutchison Ports
High Speed 1
Maritime Transport
TfL
London Assembly
London Travel Watch
South Yorkshire Combined Authority
West Yorkshire Combined Authority
DfT
Network Rail
Transport Focus

Who conducted the consultation?

The consultation was conducted by NR at the request of GC.

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

A consultation has been conducted with industry. We received a total of 9 responses to the consultation.

West Yorkshire Combined Authority, South Yorkshire Mayoral Combined Authority and Transport Focus were all supportive of the proposed new services of GC.

Responses were received from EMR, LNER, Northern Railway, TransPennine Express, LNER and Department for Transport (DfT response provided after consultation deadline).

Responses from these parties is provided as a pack in attachment to this form-p application, along with the GC response to each consultation.

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

To several consultation responders we clarified our proposed stabling strategy, the rolling stock we intend to use and as a result have updated our form p application to confirm in section 5 that we will utilise class 180s before introducing class 820 rolling stock in due course.

Following the consultation responses, we have addressed concerns regarding King's Cross platforming. We have added Empty Coaching Stock (ECS) moves between King's Cross and Hornsey Reversing Sidings / Bowes Park. These vacate the platforms at King's Cross to ensure there is enough platform space. These have been included in our F3's that accompany this application. Performance modelling carried out by Ed Jeffery Ltd found no performance concerns regarding our proposed platform use at King's Cross.

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.

Nil.

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

Section 3, 4 and 5 have been updated to add in the proposed station calls at Barnetby and an additional call at Peterborough. For both additions we will re-consult to confirm their addition. We will contact Network Rail imminently to begin this process. We have also made minor, immaterial text corrections to further clarify our application since our first form-p was issued for consultation.

Section 5 has also been updated to clarify our proposed rolling stock strategy.

Section 6 has been updated to confirm the involvement of AECOM for our revenue and demand analysis support.

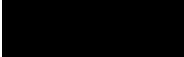
Section 9 has been updated to confirm the link to the additional path requested in our open 35th supplemental application, and not the 28th supplemental application, which the additional path requested was rejected by ORR.

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 20/02/2026

Name (in caps) CHRIS BRANDON Job title DIRECTOR - GC

For (company) GRAND CENTRAL RAILWAY COMPANY LTD

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: track.access@orr.gov.uk