



Rebecca Mordey
Franchise & Access Manager
Network Rail Infrastructure Limited
1 Puddledock
London
EC4V 3DS

Emyl Lewicki
Office of Rail and Road
25 Cabot Square,
London
WC2B 4AN

28 June 2024

Network Rail Representations for the proposed 63rd Supplemental Agreement to the Track Access Contract between Network Rail Infrastructure Limited and Govia Thameslink Railway Limited dated 2nd March 2016.

As directed in your letter dated 30th May 2024, Network Rail is making its representations in respect of a Section 22A of the Railways Act 1993 for the 63rd Supplemental Agreement (SA) of the Track Access Contract (TAC) dated 2nd March 2016 between Network Rail Infrastructure Limited (Network Rail) and Govia Thameslink Railway Limited.

In line with ORR's letter of 25th April 2024 to the industry on 'Competing and/or complex track access applications for December 2024, May 2025 and December 2025 timetable changes', Govia Thameslink Railway Limited submitted this application to the ORR on the 20th May 2024 as a 22A.

Your letter made clear to industry that "We expect applications received by 20th May 2024 to be of sufficient quality, completeness, and certainty to enable Network Rail, industry and ORR to assess them. A prerequisite for achieving this is that applicants will have discussed their plans with, and sourced information from Network Rail before submission (in line with our guidance)."

It further "...requested that Network Rail produces a high-level plan by 05 June 2024 for ORR and industry. This will set out when it will produce its robust assessment for the applications submitted by 20 May 2024."

Network Rail fulfilled this request on the 5th June 2024 outlining the plan for undertaking capacity and performance assessments to inform both Network Rail and the ORR on the applications received. That response should be considered alongside this Representation.

In particular, it should be noted as indicated therein that:

- due to the unprecedented scale of 83 unsupported applications received at one point in time, Capacity Planning plan to phase its analysis,
- assessments will initially focus on applications and geography which do not overlap with the ongoing ECML ESG Development work to mitigate the risk of redundant analysis,

- all ECML ESG related applications will be considered following decisions as to the implementation of the ESG Timetable,

As we set out in the High-Level Plan; “Only those rights which potentially interact, contain the required level of information to inform assessments, were discussed with Network Rail and are intended for the next three timetable changes will be considered by Network Rail.” and that “Applications consisting of rights for geography not impacted or for later timetable changes should be considered separately.”

These factors have shaped the anticipated plan for submission of evidence related to this and other applications.

Whilst Network Rail was made aware by Govia Thameslink Railway Limited that they would be applying for the proposed access rights as requested in ORR’s letter, Network Rail has not yet had an opportunity to fully consider its position on this application and whether it can eventually support the proposed access rights.

ORR, in its invitation to Network Rail to make written representations, expects that Network Rail will:

- include all of the necessary information for ORR to take an informed decision; or
- to refer to all of the necessary analysis and the confirmed timelines Network Rail requires to reach its decision on the application. This should include the “5 June 2024 capacity analysis” and any other analysis Network Rail needs to complete.
- recognise which other applications within the published list of “20 May 2024 applications” could interact with each application.
- Confirm any interested persons name(s) or confirm there are no interested persons.

Network Rail can confirm that we will not be able to in this representation provide all the necessary information for ORR to make an informed decision at this point in time. However, in this representation we will address each of the points above as well as provide:

- provide an initial view of the application Form P and supplemental.
- where applicable, highlight if Network Rail believes that some of the access rights sought are outside the scope of the ORR’s letter dated 24th April 2024.
- an indication of how Network Rail will be able to provide its final representations and any intermediate representations so that ORR will then have all relevant information from Network Rail to assist ORR in making an informed decision.

Interested Person(s)

Network Rail is not aware of any persons who would fall within the definition of “Interested Person” in paragraph 1 of Schedule 4 of the Railways Act 1993 in relation to the application made by Govia Thameslink Railway Limited.

Keeping you informed

As stated in the letter to the ORR on the 5th June “The plan will need to be flexible and reviewed through the process to consider industry decisions in relation to the ECML ESG along with potentially other changing industry priorities and requirements. For example, recommendations from the East Coast Task Force may impact on industry resources, in particular timetabling resource. This could require changes to the remaining stages of the plan, including impacting when analysis can be completed.”

Please note although part of this application does not directly interact on the ECML, any decisions relating to the ECML could have consequential impacts on capacity and performance in relation to this application. This is particularly relevant for locations used by services which cross NR Route

boundaries. In particular for the 63rd SA, Govia Thameslink Railway Limited this has relevance to the request for additional calls at Cambridge South. This is outlined in further detail in Network Rail's Initial Position on the Access Rights Sought prior to necessary assessments being completed in line with the plan section of this letter below.

In the letter we also stated "We propose establishing a change control mechanism to track changes in the plan, when and where required, to retain transparency and clarity. This may also lead to consequential changes to anticipated dates of any resulting representations planned by our customer teams." Where such changes in timeline occur, we will notify you of any impacts on expected content, volume or timing of forthcoming information.

Summary of Rights Sought

In their application and as a high-level summary Govia Thameslink Railway Limited are seeking the following access rights to commence from May 2025 TT in the event that the ECML ESG TT is implemented. Should this be deferred access right amendments (with the exception of Cambridge South additional calls) are to be applicable from the December 2025 TT.

- Cambridge South calls are added to a number of services in anticipation of the station opening within the May 2025 TT period.
SX and SO
2tph London Kings Cross to Cambridge and Kings Lynn
2tph Brighton to Cambridge
2tph (peak) and 1tph (off peak) London Kings Cross to Cambridge (stopping train)
SU
1tph London Kings Cross to Cambridge and Kings Lynn
1tph Brighton to Cambridge
1tph London Kings Cross to Cambridge (stopping)
- A small number of additional rights to operate services in the planned ECML ESG TT
- All firm dated rights to be extended to the end of contract in the event of the ECML TT being delivered in May 2025. In the event this is not delivered in May 2025 these are to be extended to December 2025.
- Should ECML TT be deferred to December 2025 all rights to be extended from December 2025 to end of contract (PCD 2026) at this point.
- A small number of additional calls in calling patterns to reflect proposed service patterns to be implemented in May 2025.

Industry Consultation for this application commenced on 24th May 2024, and concluded on 24th June 2024. Grand Central have asked for additional time to review, until close of play on 28th June 2024, which has been agreed.

The High-Level plan and Dependencies

The High-Level Plan submitted on June 5, and our additional engagement with Capacity Planning indicates that the following phases may be relevant for this application.

- Phase 1 Collation & Scoping
- Phase 2 Risk Identification May 2025
- Phase 3 May 2025 Production Development Period
- Phase 4a/4b- (ECML confirmed for December 2025)
- Phase 5 – December 2025 Production Period

This along with the interacting application matrix in Annex B, should support Network Rail in considering this application and interacting location dependencies.

We are mindful that the High-Level Plan and its analysis, or other issues indicated, may identify dependencies, risks or changes in risk profiles that could require revision or further review of individual responses. We also note the 05 June plan does not guarantee that analysis will not have to continue beyond the timetable development process. Where this is the case, we will communicate with the Operator and ORR.

As stated later in this letter, if interactions occur at different points in time, i.e. different Timetable Change Dates, then this could have an impact on when Network Rail will be able to submit its position with regards to the application.

Common route / regional identified considerations / constraints

This request for rights covers a point in the network where it has been identified at a regional level that more than one application should be considered by ORR at the same time as any one decision would restrict the ability to accommodate other requests due to volume of interacting aspirations. The other affected operators' applications are set out in Annex B.

Network Review of Form P and associated documents

Network Rail has performed an initial assessment of the Form P and associated documents submitted with this application.

Network Rail would like to highlight the following:

Whilst upon review of the application, the access rights sought are in line with ORR's letter of the 24th April, however not enough information was supplied by the Operator, specifically quantum details of all services proposed by Govia Thameslink Railway Limited for the December 2024 TT with origin and destination points, to include in the capacity / performance assessment (as requested by Capacity Plannings letter to the Operators dated 8th May 2024). Network Rail has approached the operator for this information, and whilst information has been provided, Govia Thameslink Railway Limited have not provided the detail of which services will call at Cambridge South should the ECML ESG TT implementation be deferred past May 2025. This will limit the output that Network Rail are able to provide, as part of our Capacity and performance assessment, of these services in line with the plan in the 5 June 2024 letter to ORR.

Network Rail's Initial Position on the Access Rights Sought prior to necessary assessments being completed in line with the plan

Network Rail has made every attempt in their initial assessment of the Application received to be able to inform the ORR of any early positions it might have on the access rights sought. Whilst, as outlined in this letter, Network Rail has a number of assessments and analysis that needs to be undertaken to inform a position whether Network Rail supports or not the Application that has been submitted by Govia Thameslink Railway Limited we do have an initial view on some of the access rights sought.

As part of the 63rd SA Govia Thameslink Railway Limited have included additional station calls at Cambridge South station in anticipation of this opening within the May 2025 TT period. This will impact on the timings of any service proposed to call at Cambridge South, which in turn will directly impact the timings of these services when they join the East Coast Main Line. Whilst there is no request for additional access rights associated with this change, only additional station calls, Network Rail consider that this amendment could change capacity parameters on the East Coast Main Line and so meets the criteria set out in Paragraph 8 of the ORR letter dated 24th April 2024 for consideration within the Capacity Analysis Plan.

Additionally, the introduction of the ECML ESG TT has a direct impact on the ability of services to call

at Cambridge South. Should the ECML ESG TT not be implemented in May 2025, due to constraints that the introduction of the ESG TT goes some way to address, the ability of Govia Thameslink Railway Limited's proposed access rights to call at Cambridge South is reduced, as stated in their application. At present Govia Thameslink Railway Limited have not provided detail of the quantum of services that they would intend to call at Cambridge South in the event of the introduction of the ECML ESG TT being deferred to past May 2025.

In the 63rd SA Govia Thameslink Railway Limited have included the Cambridge South calls as an amendment to the Regular Calling Pattern. Given the above Network Rail is, at present, unable to support the inclusion of Cambridge South within the Regular Calling Pattern and will not be able to provide an informed position on this until Phase 5 of the High-Level Plan is complete.

In addition to this Anglia Route have also raised that the Cambridge South calls are dependent on Infrastructure availability. There is a critical dependency on Stage 2 commissioning of Cambridge Re-signalling to bring into use the full layout of the scheme. The current proposal is for Cambridge Stage 1 commissioning to take place in December 2024 after which the timescales for Stage 2 will become clearer.

Irrespective of implementation date, it is Network Rail's position that any Cambridge South calls should be dependent on the commissioning of the infrastructure, either by way of a footnote, or by way of alternative tables as previously used in the Govia Thameslink Railway Limited 36th SA for Stevenage Bay platform.

As stated later in the "ECML Access Rights" Section of this letter any decisions on this application will need to take into consideration Network Rail's approach at that point in time on ECML and any decisions or outputs from the ECML Taskforce. However, Network Rail recognises the need for Business Continuity and therefore Network Rail will have the relevant discussions with GTR in line with the section later in this letter with regards to "Allowing business continuity while preserving freedom of action for ORR in taking its decision".

It is noted that the remainder of the access right amendments proposed in the 63rd SA are consistent with previous ECML ESG TT discussions.

Possible Interactions with Other Applications from 20th May 2024

As requested in ORR's invitation for NR to make written representations to this application, Annex A to this letter shows where this application could interact with each of the "20 May 2024 Applications" at the previously identified locations.

Please note if the interactions occur at different points in time, i.e., different Timetable Change Dates, then this will have an impact on the dates that Network Rail will be able to submit its position with regards to the application. I.e. if the application submitted for Operator A is to commence December 2024 and there are no concerns or conflicts that does not mean that when Operator B's aspirations are considered which start in May 2025 that both will be able to be accommodated and therefore Network Rail will have to see the outputs of the capacity assessments for the May 2025 Timetable for Operator B before they can give a final position on Operator A's application.

ECML Access Rights

As the ORR is aware the members of the Industry PMO agreed in March 2024 that the ECML ESG TT which was planned for December 2024, would be deferred pending further development work. Considering this, we are reviewing the requirement for continuation of our previous approach to

access rights on the ECML. We expect to be able to communicate further with the industry and the ORR in the near future of our position on this.

In addition, any new or amended rights (which change capacity parameters) whether contingent or firm which are being sought in those 20 May Applications on the ECML, as stated previously and in line with the 5th June letter from Network Rail to the ORR, Network Rail will not be able to make decisions on this until decisions on ECML are made following consideration by the industry ECML Task Force. It is recognised for those operators who have bid for paths on the ECML for the December 2024 Timetable and they have been offered back to the Operator at D-26 Network Rail will have to consider the support of access rights in the interim only.

This application seeks new and amended rights in the case of the ESG being implemented in May 2025. Should this be deferred to December 2025 this application seeks these same new and amended rights, on the ECML in the case of the ESG being implemented in December 2025. NR will only be in a position to assess this application post a decision on ECML ESG implementation and ECML Taskforce recommendations as to what Timetable the ECML ESG will be implemented.

Allowing business continuity while preserving freedom of action for ORR in taking its decision

Our letter of 5th June stated that in this interim period Network Rail will have to balance the need for business continuity, so that current services may continue to operate and timetable changes can be made when there is low risk of negative outcomes for passengers and freight users, with the need to avoid prejudicial decisions that could unduly favour one party where aspirations interact.

We note that some operators have split their applications across different timetable periods, which already provides ORR with the ability to deal specifically with the nearer-term applications now, whereas others have combined different timetable periods in a single application.

Should ORR wish to make a single decision on each application it has received, without breaking that application into parts, then, where a single application has been made relating to multiple timetable periods, there is a risk that rights might not be available in time for an operator to commence services as early as it would like, given the need for all of the information set out in our plans to be available in order for decisions to be made relating to those future timetables.

Where paths associated with some of the quantum rights in this application are included in a New Working Timetable issued under the Network Code Part D process, then Network Rail proposes to work with the applicant on these elements of the application. Our aim, subject to normal governance processes, would be to potentially agree a new s22 application for contingent, time-limited rights for that timetable period with no presumption of continuity – in line with the approach that ORR has supported for applications on the East Coast Main Line in recent years.

This would enable you to reserve your position on future capacity choices, allowing decisions that relate to a later timetable period to be made simultaneously, while making effective use of the railway network in the earlier timetable periods.

Conclusion

Network Rail is aware that this representation letter does not contain all the information needed for this application for the ORR to make a decision.

As explained in our letter of 5th June, these representations letters were mostly expected to reserve our position pending the outcome of the capacity and performance assessments. We are also mindful that the plan and its analysis may identify dependencies, risks or changes in risk profiles that could

require revision or further review of this response. However, we hope that the plans we provided give you the reassurance that we will assess this application to inform Network Rail's position in a later representation in line with the plan and letter. In addition, Network Rail wants to give the ORR the confidence that we have made every effort in this letter to give any initial views where we can. Network Rail asks that while we carry out our assessments, ORR progresses with its own assessments wherever possible to assist in making early decisions/ descoping the scale of applications requiring assessment from Network Rail. Additionally, where we have deemed an application for December 2024 or May 2025 to be unready in the initial representations in this letter, we ask that this be descoped from the analysis requirements as quickly as possible.

Network Rail will continue to keep ORR sighted on the progress of the plan for this application.

Yours sincerely

Rebecca Mordey

Franchise and Access Manager

Annex A – Plan for Information / Analysis / Assessment

Details of Information / Analysis / Assessment	NOTES
High Level Phases from 5th June Plan	
Phase 1 Collation & Scoping	Please see the June 5 Letter for details.
Phase 2 Risk Identification for May 2025	Please see the June 5 Letter for details.
Phase 3 May 2025 Production Development Period	Please see the June 5 Letter for details.
Phase 4a - (ECML confirmed for December 2025) – focusing on December 2025	Please see the June 5 Letter for details.
Phase 4b - (ECML confirmed for May 2025) – focussing on December 2025	Please see the June 5 Letter for details.
Phase 5 – December 2025 Production Period	Please see the June 5 Letter for details.

New/Amendment to access rights	Key Considerations
Cambridge South additional calls	Assessment of Application in line with the High-Level Plan
18 additional rights (10 SX, 3 SO, 5 SU) in ET05 SG	Assessment of application in line with the High-Level Plan
Firm dated rights to be extended to end of contract	Assessment of application in line with the High-Level Plan
Additional calls to reflect calling pattern of services bid	Assessment of application in line with the High-Level Plan

Eastern Region Considerations

Eastern Region has reviewed this application through its initial assurance sessions and is taking forward the relevant actions that will be tracked through the Regional High-Level Plan.

Eastern will be utilising all relevant intelligence gathered as part of the ECML ESG workstream to assist with its ongoing assessment and assurance activities.

Where an application has any additional rolling stock requirements, these will need to be fully assessed as part of the Eastern Region power modelling workstream and align with cross-route power modelling in other Network Rail regions.

As previously highlighted through this representations letter and the 05 June letter to the ORR, we may as we progress, identify dependencies, risks or changes that could result in a change to the plans or activities identified.

Application	Section	Details	Timetable change	Lead route	Train length, weight, routing and rolling stock confirmed in app	High level plan phases potentially relevant	Power modelling required	Level Crossing assessment required	Signaller workload assessment required	Platform /train interface risk assessment required	Compatibility / Route Clearance required	Vehicle Change required	Route opening / EAS (section 4) check required	Track maintenance impact	ETCS fitment required for ECDP	Vegetation clearance risk rebi-modes	Depot and stabling requirements
GTR 63rd	22A	ECML rights - SCD/PCD 25	May 25 or Dec 25	Southern	Yes	Phase 1 - 5	Under review	Under review	Under review	Under review	Under review	Under review	Under review	Under review	Under review	Under review	Under review

Annex B – Interacting Applications Matrix

Operator/Application/Type				A - WCML south	B - Birmingham	C - BHM-Derby	D - Derby-Sheffield	E - Sheffield	F - ECML&Leeds	G - Oxford	H - Gloucester	I - Cardiff
	Dec-24	May-25	Dec-25									
Colas 10th SA 22a	x	x	x			x	x	x	x			x
DBC 72nd SA 22a	x	x	x				x	x	x			
DBC 73rd SA 22a	x	x	x					x	x			
DBC 79th SA 22a	x	x	x			x			x	x		x
DBC 81st SA 22a	x	x	x		x	x	x	x	x	x	x	x
DBC 86th SA 22a	x	x	x					x	x			
DBC 87th SA 22a	x	x	x		x	x	x	x	x		x	x
DBC 88th SA 22a	x	x	x				x	x	x			
DBC 70th SA 22	x	x	x		x	x	x	x	x	x		
GBRf 34th SA 22a	x	x	x	x	x	x	x		x	x	x	
GBRf 25th SA 22a	x	x	x	x	x	x	x	x	x	x		
GBRf 28th SA 22	x	x	x	x					x			
GBRF 41st SA 22A	x	x	x						x			
Varamis 2nd SA 22a	x	x	x	x	x				x			
CrossCountry UC, Hydra, Stansted 17	x	x	x		x	x	x	x	x	x	x	x
FLIM 25th SA 22A	x	x	x	x	x	x		x	x	x		
DRS 17th SA 22A	x	x	x	x	x	x	x	x	x		x	x
EMR 21st SA 22A	x	x	x				x	x	x			
FLHH 25th SA 22A	x	x	x	x	x	x	x	x	x	x	x	

FLHH 26th SA 22A	x	x	x				x	x	x			
FLHH 27th SA 22A	x	x	x		x	x	x	x	x	x	x	x
FLHH 28th SA 22A	x	x	x	x	x	x	x	x	x		x	x
FLIM 24th SA 22A	x	x	x	x	x	x			x			
FLIM 26th SA 22A	x	x	x	x			x	x	x	x		
Govia Thames Railway 62nd SA 22A	x	x	x						x			
Grand Central 24th SA 22A	x	x	x						x			
Hull Trains 28th SA 22A	x	x	x						x			
Hull Trains 29th SA 22A	x	x	x						x			
LNER 37th SA 22A	x	x	x						x			
LNER 38th SA 22A	x	x	x						x			
Lumo 11th SA 22A	x	x	x						x			
Northern 57th SA 22	x	x	x					x	x			
Scotrail 49th SA 22a	x	x	x						x			
TPT 58th SA 22a	x	x	x					x	x			
Govia Thames Railway 63rd SA 22A		x	x						x			
Grand Central 28th SA 22A		x	x						x			
Hull Trains 27th SA 22A		x	x					x	x			
LNER 34th SA 22A		x	x						x			
LNER 36th SA 22A		x	x						x			
Lumo 12th SA 22A		x	x						x			
Northern 59th SA 22a		x	x					x	x			
Northern 60th SA 22a		x	x					x	x			
Scotrail 50th SA 22a		x	x						x			
TPT 62nd SA 22a		x	x						x			
TPT 63rd SA 22a		x	x						x			
Alliance Rail Cardiff - Edinburgh 17			x		x	x	x	x	x		x	x

EMR 19th SA 22A			X						X			
LIS 2nd SA 22a			X						X			
Scotrail 51st SA 22a			X						X			
TPT 64th SA 22a			X					X	X			
TPT 65th SA 22a			X						X			
LNER 35th SA 22A May '28									X			