

APPLICATION TO THE OFFICE OF RAIL AND ROAD FOR A PASSENGER TRACK ACCESS CONTRACT, OR AN AMENDMENT TO AN EXISTING CONTRACT

ORR ensures that train operating companies have fair access to the rail network and that best use is made of capacity. If a train operator wants to access the national railway network, it will need a track access agreement with Network Rail which requires ORR's approval under the Railways Act 1993. When determining access to the network, we must have regard to our [statutory duties](#), most of which are set out in section 4 of the Act. We must exercise our functions (which include the approval of access contracts) in a way that we consider best achieves those duties.

Use this form to apply to the Office of Rail and Road (ORR) for a passenger track access contract, or an amendment to an existing contract by a supplemental agreement, under sections 17-22A or the Railways Act 1993.

It sets out ORR's standard information requirements for considering applications. Our [track access guidance](#) (and our [making an application](#) guidance in particular) explains the process, timescales and the issues we will consider. Please read the guidance before completing the contract and this form.

If the facility owner and beneficiary have agreed terms, the facility owner should fill in the form. If not, the beneficiary should fill in the form.

A pre-application industry consultation is usually required before submitting an application. Please see the industry [code of practice for track access application consultations](#) for more information.

This form should be completed up to section 10 and sent to consultees along with a copy of the proposed contract or supplemental agreement. Sections 10 and 11 should be filled in after the consultation and before applying to ORR.

We are happy to talk to you informally before you apply. Please contact us [here](#). You can download a copy of this form, and of our model track access contract, from our [website](#). Please ensure that you are using the latest version of this form as published on our website. We may ask for applications which have not used the latest version to be resubmitted.

You may also use and adapt this form if necessary to apply to use railway facilities other than those of Network Rail. Do not use this form for HS1, for which a separate form is available on our [website](#).

1. Application Summary

1.1 Beneficiary company name:

Govia Thameslink Railway Limited

1.2 Facility owner details:

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

1.3 Application under the Railways Act 1993 section:

17 ☐	18 ☐	22 ☒	22A ☐
Supplemental Number:			60 th
Current contract date:			2 nd March 2016
Current contract expiry date:			SCD2024

1.4 Applicant status:

Public Service Operator ☒	Public service contract start date:	1 st April 2022
	Public service contract end date:	1 st April 2025
	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:

Track Access Contract Extension

GTR's current Track Access Contract is due to expire at SCD24. This proposal seeks to extend GTRs contract to PCD26. This applies to all GTR services groups however the following are subject to amendments or alterations from the current contract position as part of this application:

ET07 Southern Coastway This service group is formed of two TSC's; East Coastway (TSC 24743000) and West Coastway (TSC 24744000). East Coastway rights are required to be extended until PCD26 with no amendments to quantum or calling pattern. West Coastway services are subject to a TT recast, outlined below, with new access rights to expire PCD26.

ET05 GN Outer and TL ECML - GN

This service group is impacted by the East Coast Mainline Policy and so is requested to be extended in line with the policy, with all rights within ET05 in both Schedule 5 Table 2.1 and 2.2 dated to expire at PCD24.

ET10 Southern West London Line

For the purpose of this supplemental rights extending past Watford to Hemel Hempstead do not form part of this submission. These are subject to direction from GTR and may form a separate submission for SCD24.

West Coastway (WCW) TT Recast

There has been a review of GTR (Southern) West Coastway train services between Brighton, Portsmouth, and Southampton designed to address inherent underperformance and poor reliability across the route, reduce overcrowding, improve coastal connectivity to drive growth through improved journey times.

As a result of the TT recast a complete rewrite of the access rights within ET07 TSC 24744000 for both table 2.1 and 4.1 is required due to the level of change. There are also changes required for ET08 (Southern Outer) relating to London Victoria <-> Southampton Central services as well as other associated changes, full details of which can be found in part 3 of this Form P.

Proposed commencement date:	SCD24
End date:	PCD26
Date approval or directions wanted by:	For the proposed commencement date

1.6 Industry consultation:

Who carried out the consultation?	Network Rail		
Consultation start date:	05/02/2024	Consultation end date:	04/03/2024
Not carried out ☐			

1.7 Applicant details

Facility Owner Company: Network Rail Infrastructure Limited Contact name: Rebecca Mordey Job title: Franchise & Access Manager Address: 1 Puddledock London EC4V 3DS Phone: 07917 782386 E-mail: Rebecca.mordey@networkrail.co.uk	Beneficiary Company: Govia Thameslink Railway Limited Contact name: Darren Gay Job title: Track Access Contract Manager Address: 1 st Floor 24 Monument Place London EC3R 8AJ Phone: 07814 685 322 E-mail: Darren.gay@tgrailway.com
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1.7 Date of application to ORR:

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):

Performance Modelling. Please note: This document is to be treated as confidential to industry parties.

2. Licence and railway safety certificate**2.1 Please state whether:**

- you intend to operate the services yourself; or ☒
- have them operated on your behalf. ☐
 - if so, please name the proposed operating company:

2.2 Does the proposed operator of the services:

- (a) hold a valid train operating licence under section 8 of the Railways Act 1993 or an exemption under section 7, **and**
- (b) hold a valid safety certificate under the Railways and Other Guided Transport Systems (Safety) Regulations 2006.



If the answer to (a) **or** (b) is no, please state the point reached in obtaining a licence, exemption and/or safety certificate.

3. The proposed contract or amendment

3.1 Application overview: Please detail the proposed contract or amendment. This should cover the services, the commercial terms, and the reasons for making the application in the terms proposed. This information should be laid out clearly and concisely, and fully highlight the changes from the previous version of the contract (in the case of an amendment).

Access rights within Schedule 5 Table 2.1/4.1 for the following service groups are to be extended from SCD24 to PCD26, unless specifically noted this is with no amendments to quantum of calling pattern:

- ET01 TL North Outer (MML)** - TL MML outer services between The Core and Leagrave-Bedford
- ET02 TL Sussex Outer** - TL BML services between The Core and Brighton/Littlehampton, Gatwick/Horsham, or East Grinstead
- ET03 TL Sussex Metro** - TL South services between The Core and the Wimbledon Loop
 - TL South services between The Core and Sevenoaks/Orpington via Catford
- ET04 GN Metro** - GN services to/from Moorgate/King's Cross via Welwyn Garden City or Hertford Loop
 - TL ECML services between The Core and Welwyn Garden City
- ET07 Southern Coastway** - East Coastway services TSC 24743000 only. West Coast way services under TSC24744000 require access rights to PCD however the TT recast has generated a complete rewrite of the access rights tables as outlined below.
- ET08 Southern Outer**- Services between London Victoria/London Bridge and the following:
 - Redhill
 - Sussex Coast via Haywards Heath
 - Brighton (Southern brand)
 - Horsham
 - Epsom

Please note that there are some changes to quantum and calling patterns required within ET08 as part of the West Coastway changes. These are outlined below however all rights are required until PCD26.

- ET09 Southern Metro** - London Vic/Bridge to Southern Metro via Streatham Hill or Sydenham
 - London Vic - Sutton
 - London to Caterham/Tattenham
 - London Bridge/Blackfriars to Southern Metro via Tulse Hill
- ET10 Southern West London Line** - East Croydon/Clapham Junction to Watford Junction.
For the purposes of this supplemental, rights extended past Watford Junction to Hemel Hempstead do not form part of this submission. These are subject to direction from GTR and may form a separate submission for SCD24.
- ET11 Gatwick Express** - London Vic to Gatwick/Brighton
- ET12 TL North Metro (MML)** - TL MML metro services between The Core and Luton (including Kentish town terminators)
- ET13 TL Kent Outer** - TL Kent services between The Core and Maidstone East/Ashford International/Rainham

The following service group is to be extended in line with the East Coast Main Line Policy to PCD24 for both Schedule 5 Table 2.1 and 2.2:

- ET05 – GN Outer and TL ECML - GN services between:**
 - King's Cross and Ely/Kings Lynn
 - King's Cross and Letchworth-Royston/Cambridge (Slow)
 - King's Cross and Peterborough
- TL ECML services between The Core and Cambridge Stations or Peterborough

Full tables can be found in Annex A and B of this Form P.

West Coastway Services

West Coastway train services between Brighton, Portsmouth, and Southampton designed to address inherent underperformance and poor reliability across the route, reduce overcrowding, improve coastal connectivity to drive growth through improved journey times and renewed confidence in local and regional rail services, offering better value for money for taxpayers.

Restructuring to provide a standard hour timetable will improve frequency and journeys times as well as provide better performance and service recovery during times of perturbation. A comparison between the May 23 TT and the June 24 TT can be found below.

These services changes will necessitate a complete rewrite of ET07 Southern Coastway – TSC 24744000 for both Schedule 5 Table 2.1 Passenger Train Slots and Table 4.1 Calling Patterns. The proposed tables can be found in Appendix B to this Form P.

There are also associated changes in ET08 - Southern Outer. London Victoria <> Southampton Central services are to be removed and will now run London Victoria <> Portsmouth Harbour. The material impact of this change will only be seen at Havant where the services will route to Portsmouth Harbour instead of Southampton Central, there will be no material impact to these services between London Victoria and Havant. Full details of the ET08 changes required are as follows:

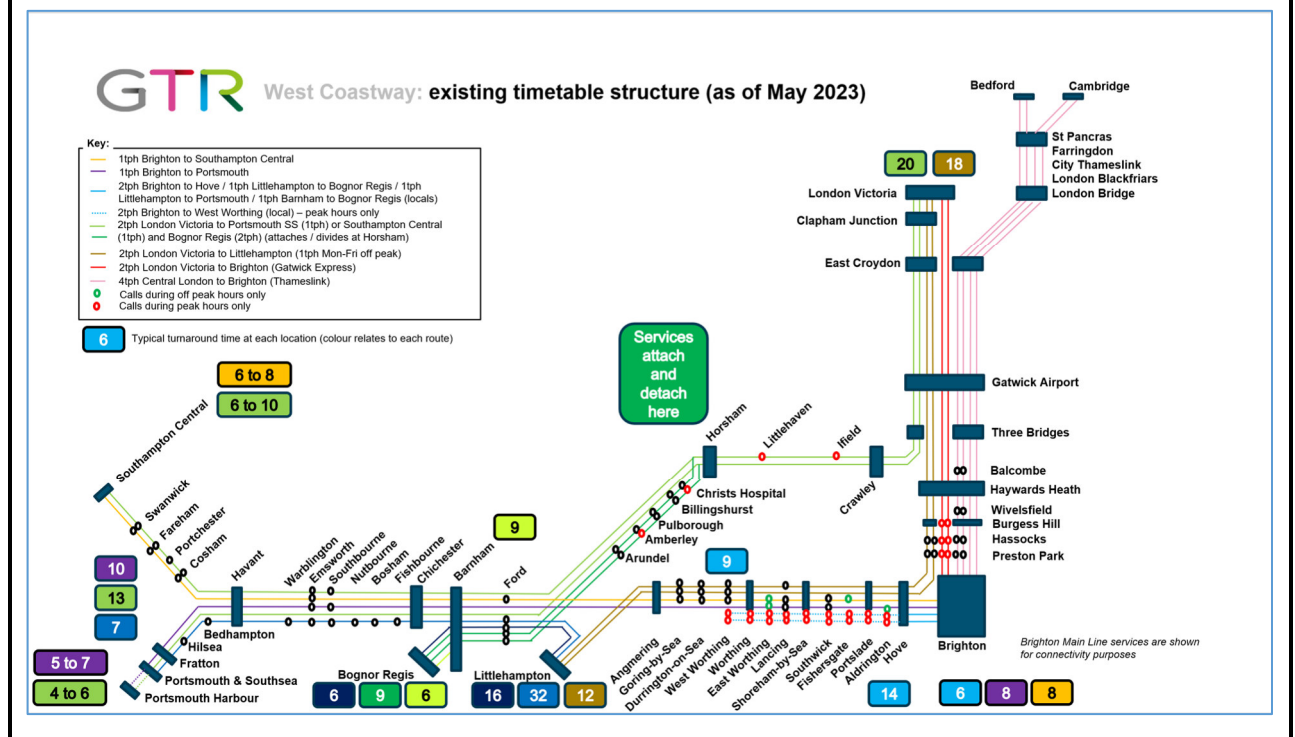
Description	Contract Change – Table 2.1 – Quantum	Contract Change Table 4.1 – Calling	Comments:
8.22 London Victoria – Southampton Central	15 SX Rights withdrawn – contract line removed (3P, 12 OP) 15 SO rights withdrawn – contract line removed	8.22 calling pattern to be deleted in its entirety	
8.24 London Victoria to Portsmouth Harbour via Horsham	17 additional SX rights required (6P and 11OP) 16 additional SO rights required 1 SU right removed	The current regular and additional calling patterns for 8.24 are to be deleted and replaced as follows: DELETION: Regular calls: Clapham Junction, East Croydon, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham, Chichester, Havant, Fratton, Portsmouth & Southsea Additional calls: Itfield, Littlehaven, Southbourne, Emsworth REPLACEMENT: Regular calls: Clapham Junction, East Croydon, Gatwick Airport, Three Bridges, Crawley, Horsham, Barnham, Chichester, Southbourne, Emsworth, Havant, Fratton, Portsmouth & Southsea Additional calls: Redhill, Itfield, Faygate, Littlehaven Christ's Hospital, Billingshurst, Pulborough, Amberley, Arundel, Ford, Bosham, Nutbourne,	Both Vic – Southampton and Vic to Portsmouth services follow the same line of route between Vic and Havant. Material change: 15 SX (3P and 12 OP) and 15 SO rights withdrawn between Havant and Southampton 15 SX (3P and 11 OP) and 15 SO rights to be added between Havant and Portsmouth Harbour. 1 OP rights in required to be changed to Peak. 2 additional Peak SX rights Vic to Portsmouth Harbour. 1 additional SO right Vic to Portsmouth Harbour 1 SU right removed as the service will run via Haywards Heath instead on Horsham
NEW LINE 8.22 London Victoria to Portsmouth Harbour via Haywards Heath	1 SU right required	The following calling pattern is to be included as a regular calling pattern: Clapham Junction, East Croydon, Gatwick Airport, Haywards Heath, Preston Park, Hove, Shoreham-by-Sea, Worthing, Ford, Barnham, Chichester, Bosham, Nutbourne, Southbourne, Emsworth, Havant, Fratton, Portsmouth & Southsea	Material Change: 1 SU London Victoria to Portsmouth Harbour via Horsham will now operate via Haywards Heath instead with a revised calling pattern.
8.23 Gatwick Airport to Southampton Central	Gatwick Airport to Southampton Central (1 SX OP and 1 SO) replaced with 8.23 Gatwick Airport Airport to Portsmouth Harbour (1 SO)	The following to be deleted from 8.23 regular calling pattern: Cosham, Portchester, Fareham, Swanwick, Woolston The following to be added to 8.23 regular calling pattern: Itfield, Littlehaven, Hilsea, Fratton, Portsmouth & Southsea	Gatwick Airport to Southampton and Gatwick Airport to Portsmouth services follow the same line of route until Havant. Material change: - Gatwick Airport to Southampton 1 SX right to be relinquished. 1 SO right withdrawn between Havant and Southampton. - Gatwick Airport to Southampton 1 SO right added between Havant and Southampton
8.26 London Bridge to Portsmouth Harbour	To be deleted in its entirety. 2 SX (P) rights to be relinquished	8.26 to be deleted in its entirety	
8.28 London Victoria to Bognor Regis via Horsham	1 additional SU right required	No change	1 additional SU right required increased from 2 to 3

8.32 Horsham to Bognor Regis	1 additional SX OP and 2 additional SO rights required.	No change	1 additional SX OP right required increased from 22 to 23 (27 to 28 total including P)
8.35 Bognor Regis to London Victoria via Horsham	1 additional SX Peak right required 2P and 13 OP withdrawn. 1P to remain	No change	2 additional SO rights required increased from 30 to 31
8.38 Southampton Central to Horsham	15 SO rights withdrawn	Wolston added to the regular calling pattern	Horsham services follow the same line of route between Havant and Horsham.
8.39 Portsmouth Harbour to Horsham	3P and 12OP SX additional rights required. 14 SO additional rights required.	Emsworth and Southbourne to be deleted from Additional stations and added to the Regular Calling Pattern.	Material change: 15 SX (2P and 13 OP) and 15 SO rights withdrawn between Southampton and Horsham 15 SX (3P and 12 OP) and 14 SO rights to be added between Portsmouth and Horsham. 1 OP rights in required to be changed to Peak. 2 additional SX OP rights between Portsmouth and Horsham
8.40 Portsmouth & Southsea to Horsham	2 SX OP rights withdrawn. Contract line removed in its entirety	Calling pattern removed in its entirety	
8.42 Southampton Central to Three Bridges via Horsham	1 SX OP and 1 SO right withdrawn. Contract line removed in its entirety	Calling pattern removed in its entirety	
8.45/8.51 Victoria <> Littlehampton 8.46/8.52 Haywards Heath <> Littlehampton Contract Lines merged as no longer split/attach	1 additional SX OP Vic - Lit required 1 additional SO Vic to Lit required 1 SU Haywards Heath to Lit required	8.45/8.51 Victoria <> Littlehampton The following are to be added to the Additional Stations: Horley, Burgess Hill, Hassocks, Fishergate, Southwick, East Worthing 8.46/8.52	Material Change: 1 additional SX and 1 additional SO service will operate London Victoria to Haywards Heath 1 additional SU Haywards Heath to Littlehampton right required.
NEW LINE 8.26 London Bridge to Bognor Regis	1 new SX rights required London Bridge to Bognor Regis	The following calling pattern is to be included as a regular calling pattern: East Croydon, Three Bridges, Crawley, Littlehaven.	1 New SX service introduced London Bridge to Bognor Regis
NEW LINE 8.40 Portsmouth & Southsea to Haywards Heath	1 new SO right required Portsmouth & Southsea to Haywards Heath	The following calling pattern is to be included as a regular calling pattern: Fratton, Havant, Chichester, Barnham, Worthing.	1 New SO service introduced between Portsmouth & Southsea and Haywards Heath - 04:52 1H33
NEW LINE 8.42 Three Bridges to Portsmouth Harbour	1 new SX right required Three Bridges to Portsmouth Harbour	The following calling pattern is to be included as a regular calling pattern: Crawley, Ifield, Littlehaven, Horsham, Christ's Hospital, Billingshurst, Pulborough, Amberley.	1 New SX service introduced Three Bridges to Portsmouth Harbour
NEW LINE 8.76 Havant to Barnham	1 new SU right required Havant to Barnham	The following stations are to be included as a regular calling pattern:	1 New SU service introduced
NEW LINE 8.77 Portsmouth Harbour to Gatwick Airport	1 new SX and 1 new SO right required Portsmouth Harbour to Gatwick Airport	See Line 8.23 above The following calling pattern are required Regular Calling Pattern: Crawley Additional Stations: Littlehaven and Ifield	1 New SX and 1 New SO service
NEW LINE 8.78 Horsham to Three Bridges	2 new SU rights required Horsham to Three Bridges		2 New SU services introduced

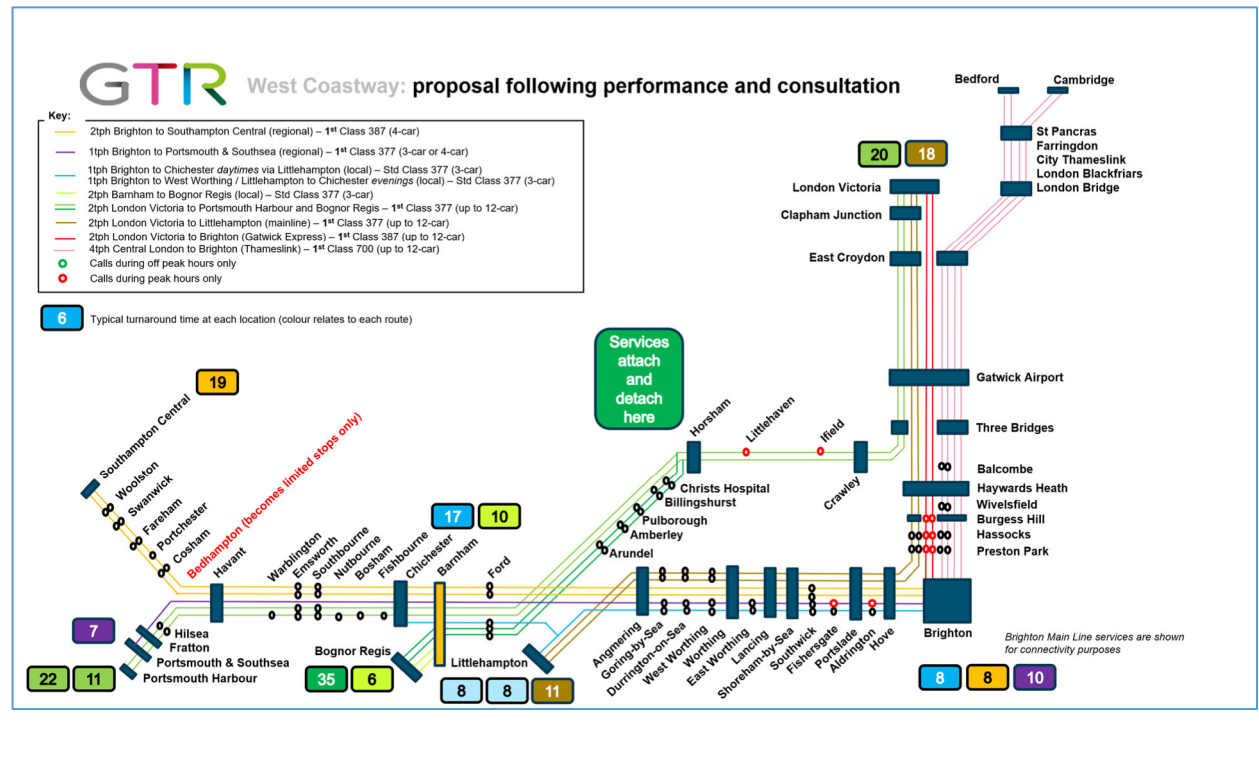
A PDF copy of this table can be found in Appendix C to this Form P.

The proposed ET07 and marked up ET08 tables can be found in be found in Appendix A to this Form P.

May 23 Timetable:



Proposed June 24 TT:



3.2 Safety risks: Please explain any important safety risks that have been identified arising from the proposal and how these will be controlled (by reference to the facility owner's safety authorisation and the train operator's safety certificate).

West Coastway TT recast has been subject to the TCRA process and extensive West Coastway working groups including a specific risk assessment meeting. These forums have reviewed all aspects of timetable implementation, specifically Level Crossings, Power, Permissive working, Operations, Performance, Maintenance and Signaller workload, and no safety risks have been identified.

3.3 Contract duration: For new agreements or extensions to existing agreements, please provide justification for the proposed duration and, if more than 5 years, with reference to the [Railways \(Access, Management and Licensing\) Regulations 2016](#).

GTR Track Access Contract to be extended from SCD24 to PCD26.

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.

Not applicable - all terms agreed

3.5 Bespoke provisions (departures from ORR's model access contracts)

Does the proposed contract include any departures from ORR's model access contract:

Yes

☐

No

☒

If yes, please set out and explain any:

- areas where the drafting of the application changes ORR's published template access contracts (as appropriate, cross-referencing to the answers below). Please also explain why these departures have been made.

Not applicable

- instances where the proposal departs from the charging and/or performance regimes established by ORR's latest periodic review (or subsequent interim reviews) as reflected in ORR's model access contracts, including the financial implications (e.g., establishment of an access charge supplement or rebate).

Not applicable

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

Not applicable

3.6 Consolidated contract

For amendments to existing contracts, is the version of the consolidated contract on our [website](#) fully up to date? If not, please explain why not.

Yes

4. The impacts of the proposal

4.1 Benefits: please set out what specific benefits the proposal will achieve. Please describe the benefits to passengers and any impact on other operators, including freight operators.

TAC extension:

The extension of these services will allow GTR to continue to deliver a service across all brands.

West Coastway:

The new West Coastway TT will create a fast and frequent network of inter-urban and local connecting West Coastway train services along the key corridor between Brighton, Worthing, Littlehampton, Bognor Regis, Chichester, Portsmouth, and Southampton with a standardised, repeating pattern timetable with greater resilience matching demand and passenger journeys. The final timetable provision output will be better aligned with demand addressing overcrowded services to and from Brighton, improve network performance and reliability, align with other train and freight operating companies.

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.

TAC extension:

For all services that are proposed to be extended with no change to calling pattern or quantum, these services are not additional traffic to the network and have been in operation for a number of years. There have not been any known circumstances where paths have not been able to be offered due to capacity issues for any of these services that form part of this application.

West Coastway:

The overall quantum of services operating in the Portsmouth/Southampton is not significantly altered by the new West Coast Way TT. There are however changes to the current services patterns. These have been assessed by Network Rail's Capacity planning team who have confirmed that there are no capacity concerns raised by either the number of services proposed to operate on the lines or route, or by the possibility of additional services that currently hold access rights being brought into operation.

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.

Current train service performance and reliability on the West Coastway route is considered poor and below industry average, with current 'good day' performance also being poor. The root cause of this weakness is vulnerability from a lack of in-built resilience. Short turnarounds at coastal destinations after journeys of more than two hours means minor delays incurred on the journey gain momentum and often result in the need to terminate short of destination to prevent trains returning late and entering a circular reactionary delay chain. Direct interaction with several cross-London Thameslink trains further erodes On Time performance across several routes and regions if not carefully monitored with Horsham and Gatwick Airport particular weak points. The proposed changes are designed to provide greater resilience and improved performance. Performance modelling and details of the interventions made, in support of the TT change, can be found in Appendix D to this Form P. The original planned TT outputs are shown in the grey bars on the graphs, with the mitigated V1 TT, the option that has been progressed, shown in the yellow bars on the graphs.

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

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

5. The expression of access rights

5.1 Changes to rights: please provide full descriptions of any new rights required, as compared to the previous contract (in the case of an amendment). Please attach a fully marked-up version or document comparison of any tables in Schedule 5 which are being modified as a result of this application.

The changes required for ET07 are a complete rewrite of TSC24744000 West Coastway. As such all previous line entries relating to this TSC within Schedule 5 are to be deleted in their entirety and replaced by those set out in Appendix A to this form P.

Specific line changes within Schedule 5 Table 2.1 and 4.1 are also required within ET08. These are outlined in the table in section 3.1 above. A PDF version of these change can also be found in Appendix C along with marked up tables for ET08 in Appendix A.

For those rights being extended by the contract extension/ECML Policy date with no amendment to quantum or calling pattern the tables can be found in Appendix B.

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

All rights are quantum only and do not contain flexing limitations.

5.3 Specified equipment: Please explain any changes to specified equipment (rolling stock). Has the vehicle and route acceptance procedure in the Network Code (Part F) has been completed? Please explain whether you have, or will have, the rolling stock necessary to exercise the rights.

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

5.4 Contractual obligations: Are the proposed services necessary to fulfil obligations under a public service contract? For publicly contracted operators seeking additional access rights, we will expect to see evidence of funder support for the specific rights and of operators' intent and ability to operate the new services.

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

5.5 Public funding: Other than the DfT, Welsh Government or Transport Scotland, are the proposed services subject to financial support from central or local government including PTEs. If so, please give details.

There is no public funding of the services.

5.6 Long Term Planning Process: Is the Long-Term Planning Process (or similar devolved authority or regional service delivery project) relevant to this application? If so, please explain how the proposed rights are consistent or inconsistent with this.

Not applicable.

6. Competing passenger services:

We would expect to apply the 'not primarily abstractive' test to:

- (i) a new open access service which would compete with franchised services and so impact on the public sector funder's budget;
- (ii) a new franchised service which would compete with an existing franchised service, where we would expect to focus the test on areas where the competing franchised services are operated on behalf of different funders or where for some other reason there are particular concerns over the impact on a funder's budget; and
- (iii) a new service, which might be open access or franchised, which would compete with an existing open access service and which, if it caused the existing open access operator to withdraw from the market, could reduce overall competition on the network.

6.1 Please state if your application is for a competing passenger service, and if so please describe the nature of the competition:

There are no competing aspirations that impact on this application.

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.

GTR have previously put in place the following TT interventions, that have unfortunately seen little benefit in improving the performance of the West Coastway services.

What have we done to improve performance on current timetable structure?

Services between London Victoria and Portsmouth / Southampton have been inherently weak for some time. We have attempted to address by:

- We removed Redhill stops from the service group to create a longer turnaround time at London Victoria (2015)
- We have added additional mandated performance time <1> at each of at Arundel Junction, Horsham and Three Bridges (2018)
- We have increased dwell times at key locations such as Clapham Jn, Gatwick Airport, Three Bridges, Horsham, Barnham (2018)
- We added increased attach and detach times at Horsham (2018)
- We have reviewed the order and flighting of trains at Three Bridges and Gatwick Airport in the northbound direction (2019)
- We changed the Fast to Slow line crossing move location from Gatwick Airport to Three Bridges (2019)
- We have worked with AIT groups, visited signalling centres and developed control protocols to highlight vulnerability of the services (2019)
- We terminated all Portsmouth Harbour services at Portsmouth & Southsea to increase turnaround (2021)
- We amended all schedules on the Brighton Main Line to maximise track layout changes at Gatwick (2023)

All timetable options to improve have had little effect and have now been exhausted – a radical overhaul of the timetable, simplifying and increasing resilience is now required. As part of this approach, we have sought to radically address these terminally weak services.

Initial performance modelling results showed a negative 'good day' performance impact. Following Network Rail and GTR jointly developed range of interventions to address performance and stakeholder feedback. The results received from re-run performance modelling showing marked improvement in several key measures critical to success of timetable change including baseline 'good day' performance of all operators affected by the change, significantly improved reliability projections and interactions.

Performance modelling details can in found in Appendix D.

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.

Alongside the above Network Rail have also as part of the interventions referred to above, undertaken a review of dwell times and TPR's throughout the West Coastway line of route. This resulted in alterations between Brighton and Angmering, Chichester and Havant. The impact of this is better distribution of dwell times and a reduction in instances of loss of time in running.

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

All trains will be monitored as per usual industry processes.

7.4 Performance regime changes (for applications under sections 17 or 22A only): where applicable, please provide justification for any changes to Schedule 8 of the track access contract in the proposal. If necessary, please provide any relevant information in support of the changes proposed.

Not Applicable

8. Enhancement

8.1 Enhancement details: where the proposal provides for the delivery of any network enhancements, or the services in the proposal are subject to any planned network enhancements, please give full details of the relevant enhancement schemes, including a summary of outputs from the scheme, timescales and the extent to which the network change procedure in the Network Code (Part G) has been completed (where appropriate, by reference to submissions made under ORR's enhancement reporting framework).

No specific enhancements are required

8.2 Enhancement charges: please confirm that the arrangements for the funding of any network enhancements are consistent with the [investment framework](#), and summarise the level and duration of payments, and the assumed rate of return.

Not applicable

9. Other

9.1 Associated applications to ORR: please state whether this application is being made in parallel with, or relates to, any other current or forthcoming application to ORR (e.g. in respect of track, station or light maintenance depot access contracts). Where the application is being made in parallel with any other application from the same operator, please ensure the applications are consistent with one another. Where the application relies on another operator relinquishing access rights, please provide evidence that this process has been completed.

This is a standalone 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.

This application should be read in conjunction with the following documents:

- Draft 60th Supplemental Agreement.

TAC extension:

- Proposed Table 2.1
- Proposed Table 2.2
- Proposed Table 4.1

West Coastway:

- Proposed Table 2.1
- Proposed Table 4.1
- Performance Modelling

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

9.3 Confidential redactions: please list any information that you have redacted from any documentation sent to consultees. If there has been no pre-application consultation, please list any information you want us to exclude from publication. Please provide full reasons for any redactions.

Appendix D - Performance Modelling. Please note: This document is to be treated as confidential to industry parties as it is commercially sensitive.

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.

Not applicable

Who conducted the consultation?

Network Rail Limited

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

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

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.

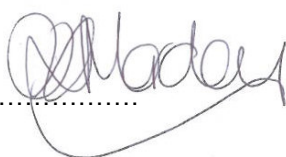
10.4 Subsequent Changes: Have any changes been made to the proposal following consultation?

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

Name (in caps) ..REBECCA MORDEY

Job title ..Franchise and Access Manager

For (company) ...Network Rail

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