



Lysette Rowley
Franchise & Access Manager
NR Infrastructure Limited
Baskerville House
Centenary Square
Birmingham
B1 2ND

Alice Kaiser
Office of Rail and Road
25 Cabot Square,
London
WC2B 4AN

25 September 2025

Network Rail Representations for the 67th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and Northern Trains Limited dated 03 March 2016.

1. Purpose

- 1.1. This letter provides final representations from Network Rail (NR) for the 67th Supplemental Agreement (SA) submitted under Section (S) 22A of the Railways Act 1993 for the Track Access Application between NR and Northern Trains Limited (NTL) dated 03 March 2016.
- 1.2. This application is submitted in addition to the 59th and 60th SA applications in order to support the implementation of the December 2025 timetable. Our understanding is that this new application is required due to aspirations evolving since the submission of the 59th and 60th SAs. Those applications were submitted in May 2024 in response to ORR's letter of 24 April 2024 to the industry on "Competing and/or complex track access applications for December 2024, May 2025, and December 2025 timetable changes". This 67th SA was submitted to ORR on 20 June 2025.
- 1.3. The position within this representation for the 67th SA builds upon, and is based on, the position NR provided in its final representations for the 60th SA (dated 25 July 2025).
- 1.4. This representation also builds upon the "Network Rail General Representation on Complex and/or Competing Applications interacting on Location ECML Kings Cross - Edinburgh and Leeds" dated 14 March 2025.
- 1.5. That General Representation provided important information to support ORR when it comes to making decisions on applications in this geography including context on the work in developing the ECML Policy, ECML Industry Task Force, key performance information, as well as updates on power supply assessment. The annexes to that letter include relevant information including Timetable Performance Analysis and ECML Power Supply Modelling and where there is specific relevance to this application, reference will be made in this representation.
- 1.6. NR can confirm that the "Network Rail General Representation on Complex and/or Competing Applications Interacting on Location West Coast Main Line" dated 25 April 2025,

is relevant to this application. It contains important performance information in Section 6 relating to the West Coast Mainline (WCML) North of Preston, Manchester Victoria-Rochdale, Manchester Task Force, Manchester North Transformation Project, and diversionary routes on the Calder Valley for the TransPennine Route Upgrade project.

- 1.7. The purpose of this final representation is to provide ORR with NR's final position on this application (and the specific access rights within it) and will do so by providing facts, data, and evidence to support our position. As the access rights sought in this application are at the ECML interacting location, some of the evidence and data to support our position is contained in the ECML General Representation letter dated 14 March 2025.
- 1.8. NR can confirm that, based on the facts, data, and evidence outlined in this representation and the ECML General Representation, it is partly supportive of this application, subject to any comments, suggested amendments or specific issues highlighted in this representation.
- 1.9. Where there are a number of applications seeking capacity at the locations referred to in this letter, the basis of our support of applications either in total, or in part (as can be determined by reading the relevant representations), may have a connection to our position on all other applications at that location. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

2. Background of the Application and Network Rail Representations

- 2.1. NTL submitted the 57th, 59th, and 60th SAs to ORR in line with ORR's letter of 24 April 2024 to the industry on "Competing and/or complex track access applications for December 2024, May 2025, and December 2025 timetable changes".
- 2.2. NR provided its final representations for the 59th SA on 04 July 2025, and for the 60th SA on 25 July 2025. ORR issued directions on the 59th SA on 11 August 2025.
- 2.3. NTL submitted an updated 57th SA to ORR on 13 August 2024, which removed all access rights except for the ED05 Leeds <> Huddersfield rights, as NTL wished to request ORR make a direction on those specific rights only at that time. ORR directed NR to enter into the 57th SA with NTL on 22 January 2025. NR was therefore not required to submit any further representations on that application.
- 2.4. Through the assessment of those applications and during NTL's preparation process for the December 2025 D-40 access proposal, it became apparent that, due to aspirations evolving after the original S22A application submission date, a difference had occurred between what was now required to support the implementation of the ECML December 2025 timetable, and the rights requested in those original applications.
- 2.5. This application seeks to address this difference in order to support the successful implementation of the December 2025 timetable. It also includes the conversion to firm of some long-held contingent rights covered by the ECML Policy, that were originally included in the 57th SA but removed on 13 August 2024, as explained above.
- 2.6. NTL has submitted two other S22A applications for December 2025, the 66th and 68th SAs. NR provided its representations for the 66th SA on 11 August 2025, and for the 68th on 14 August 2025. There is no overlap between this 67th SA and the 68th SA, however there is some overlap between service groups in the 66th SA and this 67th SA application. The 66th SA contains requests for changes to access rights in Table 2.1 of ED04, ED05, and ED06, although for different specific rights within those service groups compared to this application. Should ORR not direct the 66th SA in full as requested by NTL, any changes to the base

Table 2.1 for those service groups must be reflected in the rights tables for this 67th SA. In its representations for the 66th SA, NR also requested that NTL create a new service description and calling pattern in Table 4.1 of ED04 for the Bradford Forster Square-Lancaster rights; the corresponding Description number should also be added to the base Table 2.1 for this 67th SA application.

3. Network Rail Review of Form P and associated documents

3.1. NR has performed an initial assessment of the Form P and associated documents submitted with this application and would like to highlight the following:

- 3.1.1. NR identified some discrepancies between the rights listed in section 3.1 of the Form P and what is shown in the marked-up tables in the draft SA. NTL confirmed to NR that these discrepancies were due to typing errors in the Form P, and that the marked-up tables are correct. NTL subsequently submitted a corrected version of the Form P to ORR on 29 July 2025. This updated version of the Form P also includes the responses from the industry consultation. NR notes that no changes were made to the marked-up tables in the 67th SA at this time, and the changes to the Form P simply brought it in line with the tables. NR's representations are based on the corrected version of the application as submitted on 29 July.
- 3.1.2. The draft SA has been submitted with a marked-up version of the Schedule 5 tables. These will need to be replaced with a clean version of the Schedule 5 tables for insertion into the TAC, should ORR direct any rights in this application.
- 3.1.3. NR notes that the base Schedule 5 tables used for the 67th SA assume that the 59th, 60th, and 66th SAs are directed by ORR exactly as requested by NTL, therefore any direction by ORR on these applications need to be (a) captured in the access rights table included in this SA and (b) the three SAs need to be approved prior to this 67th SA being approved. This approach was agreed by all parties, to ensure that the 67th SA did not overwrite and therefore delete the rights contained in previous SAs where a decision had not yet been made by ORR, should they be awarded. NTL has provided detail in the Form P to explain how the December 2025 applications fit together and build on each other. As the 59th SA has now been directed by ORR containing contingent rights in Table 2.2, rather than firm rights in Table 2.1 as requested by NTL, NR notes that the associated amendments to Table 2.1 in service group ED05 should be carried over to this application. NR requests that ORR also take into consideration the fact that, should the 60th and 66th SAs not be directed in their entirety as requested by NTL and should ORR direct on any part of this 67th SA, the Schedule 5 tables for this 67th SA would need to be amended accordingly. As explained in paragraph 2.6, in its representations for the 66th SA, NR also requested that NTL create a new service description and calling pattern in ED04 for the Bradford Forster Square-Lancaster rights; the corresponding Description number should also be added to the base Table 2.1 for this 67th SA application.
- 3.1.4. NR notes that NTL has already accounted for the need to sequence the various December 2025 applications, to ensure that no one set of Schedule 5 tables overwrites another, by specifying different start times for the three new SAs (66th, 67th, and 68th SAs). If a decision to direct prior to the December timetable change is made, this 67th SA specifies an effective date of "03:30 on the Principal Change Date 2025". The 66th SA specifies "03:00 on the Principle Change Date 2025" and the 68th SA specifies "04:00 on the Principal Change Date 2025". NR understands NTL does not run passenger services prior to 04.00 on a Sunday morning, but we have discussed the timing of the SAs with NTL and have agreed that they will update the effective time of

this 67th SA application to bring it closer to 03.00, if and when the documents are updated for ORR direction. This is to avoid any risk to ancillary movements related to the access rights in this application, that may need to occur prior to 04.00 on the Principal Change Date 2025.

3.1.5. In the marked-up Table 2.1 in this application, there are a number of potential discrepancies where Description numbers and the corresponding Calling Patterns listed in Table 4.1 of the TAC do not align with the proposed service. NR requests that any amendments are updated in the Schedule 5 tables for this application, should it be directed by ORR.

- The ED01 Middlesbrough-MetroCentre right lists a Description number of ED01.9, but the corresponding Calling Pattern does not contain Middlesbrough and does not align with the path of the service, which is Thornaby, Stockton, Hartlepool, Sunderland, Newcastle. ED01.8 is an appropriate Description for this right.
- The ED01 Darlington-Morpeth right lists a Description number of ED01.8, but the corresponding Calling Pattern does not contain Darlington and does not align with the path of the service. ED01.6 (Durham, Chester-Le-Street, Newcastle, Cramlington) is an appropriate Description.
- The ED04 Selby-Halifax rights list a Description number of ED01.16. This appears to be a typing error and should say ED04.16.
- The ED05 Wigan North Western <> Leeds rights list a Description number of ED05.14. That Description is for Wigan Wallgate <> Leeds services and does not mention Wigan North Western. ED05.15 is the correct Description for these rights.
- The rights in ED06 between Hull/York/Selby via ECML list a Description number of ED06.9. That Description is for services via Sherburn-in-Elmet; the correct Description for services via ECML is ED06.8.
- The ED07 Sheffield-Carlisle right lists a Description number of ED07.6. That Description only covers as far as Leeds, although NR notes that the existing Calling Pattern for ED04.3 aligns to the path of the train from Leeds-Carlisle, NR requests a new entry be created in Table 4.1 of ED07 for this service to list the full Calling Pattern for this service, which is Meadowhall, Barnsley, Wakefield Kirkgate, Leeds, Shipley, Saltaire, Bingley, Crossflatts, Keighley, Steeton & Silsden, Cononley, Skipton, Gargrave, Hellifield, Long Preston, Settle, Horton-in-Ribblesdale, Ribbleshead, Dent, Garsdale, Kirkby Stephen, Appleby, Langwathby, Lazonby & Kirkoswald, Armathwaite.

4. East Coast Mainline General Representation Letter dated 14 March 2025

- 4.1. NR can confirm that this application is seeking the proposed access rights at the interacting location ECML: Kings Cross – Edinburgh and Leeds and therefore the General Representation to ORR on the ECML dated 14 March 2025 is relevant to this application.
- 4.2. Whilst the entire letter is relevant to this application, we would like to highlight key points of that letter which are more pertinent to this application namely “Unused LNER Firm Directed Rights”, “Congested Infrastructure” and “ECML Timetable Performance Analysis”.

5. Unused London North Eastern Railway (LNER) Firm Directed Rights

- 5.1. The ECML ESG Timetable does not include the Unused LNER Firm Directed Rights as stated in paragraph 5 in NR's ECML General Representation letter to ORR dated 14 March 2025.
- 5.2. The ECML Timetable planned for introduction in December 2025 does not include the 8 LNER firm rights Monday to Saturday, 7 firm rights Sunday Only, between London King's Cross and Leeds via Wakefield or Micklefield directed by ORR in 2016, previously held by LNER within their Track Access Contract.
- 5.3. The specification for the LNER service to/from London King's Cross had been reduced from 6.5 trains per hour (tph) to 6 tph with agreement from the DfT in 2021. This reduction retained the 0.5 tph London King's Cross – Middlesbrough service, albeit as far as York, with the 0.5 tph London King's Cross – Leeds service being descope. ECML Programme Board on 21st March 2021 noted the recommendation from East Coast Route to defer the 0.5 tph London King's Cross – Leeds service, including the conditional outcome of journey time reduction between London Kings Cross and Leeds, to a post-ECML ESG [December 2025] future timetable change.
- 5.4. On 11 July 2025 ORR published its determination of LNER's 34th and 35th SAs submitted under S22A of the of the Railways Act 1993. In this, ORR granted only 5 Rights in each direction between London King's Cross and Leeds, as replacement for those described in paragraph 5.2 above, from the completion of the infrastructure work necessary to enable these services. These rights replaced the rights mentioned in point 5.2 above.
- 5.5. Work undertaken for the ESG has shown definitively that this 0.5 tph London King's Cross – Leeds service uplift cannot be accommodated alongside the other ESG outputs. As such the service cannot run in this timetable or future timetables, alongside the other industry endorsed aspirations without additional infrastructure and associated development activity, which is currently unfunded and uncommitted.
- 5.6. As of 14 March 2025, NR has formally declared congested infrastructure on relevant routes between Huntingdon North Junction (Jn) and New England North Jn (Peterborough) and Doncaster Marshgate Jn and Leeds Copley Hill West Jn.

6. Congested Infrastructure

- 6.1. As stated in the ECML General Representation letter dated 14 March (paragraph 6) NR has declared Congested Infrastructure for the December 2025 New Working Timetable for three lines of route on the ECML.
- 6.2. Of those, the lines of route that this application is proposing access rights for, are:
 - Between Doncaster Marshgate Jn and Leeds Copley Hill West Jn; and
 - Between Northallerton Longlands Jn and Newcastle King Edward Bridge South via ECML.

7. ECML Proposed December 2025 Timetable

- 7.1. As referred to in the ECML General representation letter dated 14 March 2025, in February 2024 the ESG closed following an ECML Programme Board endorsement on 17 January 2024 to deploy the new ECML Timetable in December 2024, subject to the outputs of the

completed performance modelling.

- 7.2. At the point in time of ORR's letter to the Industry on 24 April 2024, the Department for Transport (DfT) had accepted a recommendation from the Industry Timetable Assurance Project Management Office (PMO) to funders that the ECML ESG Timetable should be deferred from the December 2024 timetable change.
- 7.3. An ECML Industry Task Force (herein referred to as "the Task Force") commenced in June 2024 as an independently led executive-level cross-industry meeting that provides strategic direction for the work programme. The Task Force develops solutions to the problems of the new ECML Timetable, drives consensus on the outcome(s), and delivers recommendations for industry funders and specifiers.
- 7.4. On 17 October 2024 the Independent Chair of the Task Force wrote to the DfT to advise that the Task Force met on 10 October 2024, reviewed the considerations, issues, and risks, and recommended proceeding with implementation of the new timetable for ECML in December 2025. This was on the basis that the timetable is deliverable and meets the Task Force objectives that were set. Concerns were noted from GB Railfreight (representing themselves and other Freight Operating Companies), ScotRail and Transport Scotland. The Task Force recommendation was accepted by the DfT and subsequently endorsed by the Secretary of State in December 2024.
- 7.5. The Task Force had worked collaboratively up to 31 January 2025 to further de-risk the transition of the ECML ESG timetable from development to timetable production.
- 7.6. Advanced work completed by NR Capacity Planning, to inform the December 2025 timetable risk, involved aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable (WTT) and associated Rolling Spot Bids (RSB). This process has highlighted that, despite previous timetable development work, the national freight and passenger timetable has evolved and this work has been necessary to reduce the risk that capacity decisions may need to be made during the timetable production period between D-40 to D-26.
- 7.7. Therefore, where in this letter and in the ECML General Representation letter we have referred to the proposed ECML December 2025 Timetable, we are referring to the timetable work above namely, either full or in part, the:
 - timetable which was developed by the ECML ESG and later deferred in April 2024
 - Timetable where solutions were developed to the problems of the ECML Timetable as part of the Task Force
 - Advanced Timetable Work (undertaken between April and October 2024) to de-risk the transition of the ECML ESG timetable from development to timetable production; and
 - Advanced work to inform timetable risk including aligning cross boundary paths in the ECML ESG developed timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids.
- 7.8. So, where NR highlight in this representation and the ECML General Representation letter (in the relevant annexes to that letter) whether the access rights sought on ECML in each application are as NR expects in the proposed ECML December 2025 Timetable, we are referring to whether the access rights align to the above Timetable work.

8. Access Rights Contained in the Application as Part of the ECML Policy

- 8.1. Some of the rights in this application, meaning firm rights being sought to replace long-held contingent rights in Table 2.2 for service groups ED05 West and North Yorkshire Local and ED06 South and East Yorkshire Inter Urban, were supported under a S22 application under the ECML Policy and were last applied for in the December 2024 timetable, valid for one year, via the 62nd SA.
- 8.2. In addition to this, we would like to highlight to ORR that the contingent rights applied for under the ECML Policy in the 62nd SA, as mentioned in paragraph 8.1, expire at the December 2025 timetable change. In this 67th SA application NTL is seeking firm rights to replace the current contingent rights at a quantum required for the implementation of the ECML December 2025 timetable. ORR is to note that any footnote relating to the ECML Policy will need to be deleted.

9. Access Rights Contained in the Application as Part of the Interim Approach

- 9.1. The majority of the rights in this application are new for December 2025 in order to facilitate the implementation of the ECML Timetable Rewrite, and do not already exist under the Interim Approach. As stated in Section 8, some of the rights currently exist as contingent rights held under the ECML Policy until December 2025. The following rights were supported under a S22 application using the Interim Approach in the May 2025 timetable via the 64th SA:

- ED06.5: 1 Friday Only right Sheffield-Scarborough via Goole
- ED06.5: 1 Saturday right Sheffield-Scarborough via Goole

10. Access Rights Sought in the Application

- 10.1. In this application, NTL is seeking rights they believe are required to deliver the December 2025 timetable. A full list can be found in Annex B, and a high-level overview can be seen in the following table.

Table 1 – Overview of Access Rights Sought in the Application

<u>The rights included in the 67th SA</u>	<u>Specific locations identified in ORR's Letter of 24 April 2024</u>
<u>ED01 Tyne, Tees and Wear</u> Changes to rights impacting the Teeside and Newcastle areas across all days of the week. Linkages of existing rights to create through services +1 firm weekday Off Peak and Saturday right Newcastle-Ashington, to help spread evening arrivals onto Heaton depot Redcar British Steel added as an Additional Station in Table 4.1	(f) ECML Kings Cross-Edinburgh and Leeds

<u>ED04 West and North Yorkshire Inter Urban</u> Amendments to rights between Leeds/Harrogate/Knaresborough Removal of some rights between Hebden Bridge and Leeds Housekeeping for lines of entry relating to Leeds <> Selby +1 firm weekday AM Peak and Saturday right Selby-Halifax	(f) ECML Kings Cross-Edinburgh and Leeds
<u>ED05 West and North Yorkshire Local</u> A number of Leeds <> Wigan Northwestern rights amended to Leeds <> Wigan Wallgate Conversion to firm of long-held contingent rights Leeds <> Doncaster and Leeds <> Sheffield Conversion to firm of long-held contingent rights Leeds <> Wakefield Westgate, and joined with existing firm Wakefield Westgate <> Knottingley rights to create through Leeds <> Knottingley services	(f) ECML Kings Cross-Edinburgh and Leeds Some of these rights also interact with other locations that are specified in the Capacity and Performance sections later in this letter.
<u>ED06 South and East Yorkshire Inter Urban</u> Conversion to firm of long-held contingent rights Adwick <> Sheffield Amendments to rights between Beverley/Hull/Scarborough/Bridlington/Sheffield Linking of existing Scunthorpe-Doncaster and Doncaster-Sheffield rights to create a through weekday Off Peak Scunthorpe-Sheffield service Amendments to services between Hull/York/Selby via ECML and via Sherburn in Elmet	(e) Sheffield area (f) ECML Kings Cross-Edinburgh and Leeds
<u>ED07 South and East Yorkshire Local</u> +1 firm weekday Off Peak and Saturday right Sheffield-Huddersfield Linking of existing Lincoln-Sheffield and Sheffield-Huddersfield rights to create a through Sunday Lincoln-Huddersfield service -1 firm Sunday right Nottingham-Carlisle +1 firm Sunday right Sheffield-Carlisle +1 firm weekday Off Peak right Sheffield-Leeds via Castleford	(e) Sheffield area (f) ECML Kings Cross-Edinburgh and Leeds

10.2. Annex B of this letter contains a table which shows all of the access rights requested in this application when set against the proposed December 2025 ECML Timetable.

10.3. The Table in Annex B provides details of the access rights characteristics i.e.:

- Origin
- Destination
- Quantum by Day of Week (Peak or Off Peak)
- If the access rights are currently held in the contract and proposed change is an amendment to those rights for e.g. calling pattern change, contingent to firm etc.
- Which locations it interacts with from ORR's list of nine locations in their letter to the industry 24 April 2024.

10.4. The table also identifies if the access rights origin and destination, quantum and calling patterns sought in the application, are as expected for the Proposed ECML Timetable for December 2025.

10.5. The columns headed "No. of rights requested" in Annex B detail the quantum of rights and calling patterns requested by NTL in the 67th SA application. To confirm, by this we mean the corrected version of the application that was submitted to ORR by NTL on 29 July 2025.

10.6. In line with NR's ECML letter to ORR on 14 March 2025, NR can confirm that the rights sought in this application are mostly in line with what was expected in the proposed ECML December 2025 Timetable. There are however some differences to what was expected, and these are highlighted in orange on the table in Annex B.

10.7. The columns headed "No. of additional rights expected for the proposed ECML December 2025 Timetable" in Annex B detail the quantum of rights that NR would expect NTL to require for the proposed ECML December 2025 Timetable. In addition, the columns headed "No. of rights required to operate the December 2025 Timetable" in Annex B detail the quantum of rights for services accommodated in the December 2025 timetable. NR can confirm that there are some instances where the access rights requested in this application and what is contained in these columns are not aligned.

10.8. NR is supportive of rights requested by NTL where the access rights sought are either equal to or lower than those expected for the proposed ECML December 2025 Timetable and those accommodated in the December 2025 timetable as firm until the end of NTL's contract (December 2027). This position is in line with ORR's letter to the industry dated 07 May 2025 "New/amended rights (under the competing/complex process) from December 2025", and with the position taken in NR's representations for the 60th SA.

10.9. NR is also supportive of some rights where the access rights sought do not align with what was expected for the proposed ECML December 2025 Timetable, but are in line with what is required to deliver the December 2025 timetable, as firm until the end of NTL's contract (December 2027). These are as listed in the following table, along with commentary explaining NR's position:

Service Group	Origin	Destination	Day of week	No. of rights requested	No. of additional rights expected for the proposed ECML December 2025 Timetable	No. of rights required to operate the December 2025 Timetable	No. of rights supported by NR	Comments
ED01	Middlesbrough	Whitby	Weekday Off Peak	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Middlesbrough	Whitby	Weekday Off Peak	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Middlesbrough	Whitby	Saturday	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Middlesbrough	Whitby	Saturday	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Middlesbrough	Nunthorpe	Sunday	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Carlisle	Newcastle	Saturday	-6	-2	-6	-6	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Newcastle	Morpeth	Sunday	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Newcastle	Hexham	Weekday Off Peak	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Newcastle	Whitby	Weekday Off Peak	1	0	1	1	This right is linked to the surrender of Newcastle-Middlesbrough and Middlesbrough-Whitby rights to create through Newcastle-Whitby rights. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. There is no change to quantum on the network.
ED01	Newcastle	Whitby	Saturday	1	0	1	1	This right is linked to the surrender of Newcastle-Middlesbrough and Middlesbrough-Whitby rights to create through Newcastle-Whitby rights. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. There is no change to quantum on the network.
ED01	Middlesbrough	MetroCentre	Weekday Off Peak	1	0	1	1	This right corresponds to a shortened version of a service that was due to run to Hexham so has been considered in the ECML timetable modelling. NR is therefore supportive of the right as requested by NTL.
ED01	Darlington	Newcastle	Sunday	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Darlington	Morpeth	Sunday	1	0	1	1	This right is linked to the surrender of a Darlington-Newcastle and Newcastle-Morpeth right to create a through Darlington-Morpeth right. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling.
ED01	Middlesbrough	Hexham	Weekday Off Peak	1	0	1	1	This right is linked to the surrender of a Middlesbrough-Newcastle and Newcastle-Hexham right to create a through Middlesbrough-Hexham right. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. There is no change to quantum on the network.
ED01	Middlesbrough	Newcastle	Weekday Off Peak	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Newcastle	Middlesbrough	Weekday PM Peak	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Newcastle	Middlesbrough	Weekday Off Peak	-1	0	-1	-1	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.
ED01	Newcastle	Nunthorpe	Sunday	1	0	1	1	This right is linked to the surrender of a Middlesbrough-Nunthorpe right which was included in the ECML December 2025 timetable and would therefore have been considered in the performance modelling. NR understands this right supports a positioning move to get the unit in place from Heaton to Nunthorpe to work the Nunthorpe-Middlesbrough shuttle all day, and has no performance concerns with the service.
ED01	Newcastle	Ashington	Weekday Off Peak	1	0	1	1	An access proposal for these rights was submitted after D-40, as an output of a workstream to better manage the flow onto Heaton depot in the evening on Saturdays. NR understands the additional weekday service is required to create a consistent service pattern Mondays-Saturdays. The additional service is a 23.21 departure from Newcastle, at which time there are a very low number of trains moving through Newcastle. Services on the Newcastle-Ashington line of route perform well, and NR does not have concerns that this additional late-night service will impact performance.
ED01	Newcastle	Ashington	Saturday	1	0	1	1	
ED06	Sounthorpe	Sheffield	Weekday Off Peak	1	0	1	1	This right is linked to the surrender of a Sounthorpe-Doncaster and Doncaster-Sheffield right to create a through Sounthorpe-Sheffield right. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. There is no change to quantum on the network.
ED06	Doncaster	Sheffield	Weekday Off Peak	-2	-1	-2	-2	The quantum of rights NTL proposes to surrender aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.

10.10. NR is not supportive of rights where what NTL has requested does not align with what is required to operate the December 2025 timetable. Rights that are not supported by NR as requested by NTL are highlighted in red on the table in Annex B. These are as listed in the following table, along with commentary explaining NR's position. This table is also included as Annex C to this letter:

Service Group	Origin	Destination	Day of week	No. of rights requested	No. of additional rights expected for the proposed ECML December 2025 Timetable	No. of rights required to operate the December 2025 Timetable	No. of rights supported by NR	Comments
ED01	Bishop Auckland	Saltburn or Hartlepool	Every day	Redcar British Steel to be added as an additional calling point in Table 4.1	0	0	0	NTL has not included calls at this station in the December 2025 timetable, and NR believes further timetable and capacity analysis is required in order to identify whether additional calls at this station can be accommodated in the current pattern of services on the line of route. Calls at Redcar British Steel were not included as part of the ECML timetable, and there are additional services that are due to run as part of the ECML timetable that would be impacted by this additional station call.
ED04	Leeds	Selby	Weekday Off Peak	-13	-12	-12	-12	The overall weekday quantum reduction required to deliver the December 2025 timetable aligns with the application, but the split between PM Peak and Off Peak does not align. NTL has 1 PM Peak right and 13 Off Peak rights. PM Peak is defined as services departing Leeds 15:59-19:00. There is 1 weekday train in the timetable (2K90), which departs Leeds at 06:29 (Off Peak). NR therefore believes NTL should surrender their 1 PM Peak right and only surrender 12 Off Peak rights.
ED04	Wigan Wallgate	Leeds	Weekday AM Peak	2	1 MO, 2 MSX	1 MO, 2 MSX	1 MO, 2 MSX	The quantum requested by NTL does not align with what is required to deliver the December 2025 timetable. One of the additional services is MSX only, therefore NR supports +1 AM Peak MO right and +2 AM Peak MSX rights.
ED04	Wigan North Western	Leeds	Weekday AM Peak	-1	-1 MO, -2 MSX	-1 MO, -2 MSX	-1	The quantum requested by NTL does not align with what is required to deliver the December 2025 timetable. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR requests that NTL also surrender an additional AM Peak MSX right.
ED04	Leeds	Knottingley	Weekday AM Peak	4	3	3	3	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between AM Peak and Off Peak does not align. NR believes NTL requires one less AM Peak right and one more Off Peak right than requested to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable.
ED04	Leeds	Knottingley	Weekday Off Peak	9	10	10	9	These Leeds-Knottingley services are formed by converting existing contingent Leeds-Wakefield rights held under the ECML Policy to firm, and joining those rights with existing Wakefield-Knottingley rights which are being surrendered. NTL has 14 contingent Off Peak Leeds-Wakefield rights and 14 firm Off Peak Wakefield-Knottingley rights, so the additional Leeds-Knottingley Off Peak right would not introduce new quantum to the network. The additional Off Peak right was expected for the ECML December 2025 timetable and so would have been included in the performance modelling.
ED04	Knottingley	Leeds	Weekday PM Peak	3	4	4	3	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between PM Peak and Off Peak does not align. NR believes NTL requires one more PM Peak right and one less Off Peak right than requested to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable.
ED04	Knottingley	Leeds	Weekday Off Peak	9	8	8	8	These Knottingley-Leeds services are formed by converting existing contingent Wakefield-Leeds rights held under the ECML Policy to firm, and joining those rights with existing Knottingley-Wakefield rights which are being surrendered. NTL has 0 contingent Off Peak Wakefield-Leeds rights and 12 firm Off Peak Knottingley-Wakefield rights, so the additional Knottingley-Leeds PM Peak right would introduce additional quantum between Wakefield and Leeds only. The additional PM Peak right was expected for the ECML December 2025 timetable and so would have been included in the performance modelling.
ED04	Hull	Doncaster	Weekday Off Peak	-1	-2	-2	-1	The rights requested in the application do not align with what is required to deliver the December 2025 timetable. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: -2 Off Peak rights +1 AM Peak right
ED06	Sheffield	Scarborough	Weekday Off Peak (Friday Only)	1	-2	-2	0	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between Peak and Off Peak does not align. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: For MSX, -1 AM Peak, +4 PM Peak, and -3 Off Peak rights For FO, -1 AM Peak, +4 PM Peak, and -2 Off Peak rights.
ED06	Hull	Sheffield	Weekday Off Peak	1	-1	-1	0	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between AM Peak and Off Peak does not align. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: -1 Off Peak right +2 AM Peak rights
ED06	Adwick	Sheffield	Weekday Off Peak	5	4	4	4	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between Peak and Off Peak does not align. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: +1 AM peak right NTL currently has 2 contingent Adwick-Sheffield rights under the ECML Policy. The conversion of one of these to firm would therefore not represent additional quantum on the network.

10.11. NR has identified a number of discrepancies between calling pattern Descriptions in the rights tables used for this application, and the services in the December 2025 timetable. These are highlighted in yellow on the table in Annex B. We have provided commentary in Section 3 to explain the amendments we request NTL make to their Schedule 5 tables, should this 67th SA be directed by ORR.

10.12. In addition to quantum access right changes, NTL is also seeking to add Redcar British Steel as an Additional station in Table 4.1 for service Description ED01.1 Bishop Auckland-Saltburn or Hartlepool. NR is not supportive of this and notes that NTL has not bid to call any services there in the December 2025 timetable. The reasons for our position are further detailed in Section 11.

10.13. All other rights in Annex B can be considered as supported by NR as firm until the end of NTL's contract, as they are in line with what was expected for the proposed December 2025 ECML Timetable and are in line with what has been accommodated in the December 2025 timetable.

10.14. ORR is requested to note that some of the changes requested in this application seek to address discrepancies that were identified in our representation letter for the 60th

SA, where the rights requested by NTL did not align with what was expected for the proposed December 2025 ECML Timetable and/or with what has been accommodated in the December 2025 timetable. The column titled "Is update linked to 60th SA" in Annex B demonstrates which rights this applies to.

- 10.15. Some of the rights requested in this application replicate requests that were included in the 60th SA. ORR issued its directions on the 60th SA on 04 September 2025, therefore the amendments are not required as part of this 67th SA. The rights to which this applies have been highlighted in grey on the table in Annex B, and NR will not provide any further commentary on these rights.

11. Assurance / Assessments / Updates

- 11.1. The following section will address specific areas of consideration, opportunity and risk relevant to the application or where applicable to specific access rights in the application. Where the outputs relate to specific access rights instead of the application as a whole this will be highlighted in the relevant section.

11.2. Capacity

- 11.2.1. In line with NR's ECML letter to ORR on 14 March 2025, NR can confirm that the rights sought in this Application are mostly in line with the proposed December 2025 ECML Timetable.
- 11.2.2. In addition, NR can confirm that the majority of the rights sought in this application and supported by NR were included in the Access Proposal submitted at D-40 for the December 2025 timetable and the subsequent New Working Timetable published at D-26.
- 11.2.3. The ECML December 2025 specification developed by the ECML ESG and subsequent ECML Industry Task Force took a holistic view of capacity and performance whilst considering service specifications, service aspirations and journey time outputs from ECML ESG and Task Force members. ORR in awarding the capacity to one of the operators identified as interacting within Annex A, in line with the proposed ECML December 2025 specification, would be allocating a proportion of the capacity that could otherwise be available to other Operators' applications, or elements of applications, which were not included in the ESG specification and that have additional capacity requests at that location.
- 11.2.4. In the case of any application that is related to the proposed ECML December 2025 Timetable, which was developed, modelled and recommended for progression into the development period - the most applicable alternative option, if the rights sought were not directed, in full or part, would be to allocate capacity to an Operator who has aspirations for an access right with similar characteristics, i.e. Long Distance High Speed services. Consequentially, the ORR may wish to consider the impact on the forecast operation and performance of the Timetable and the basis on which The Taskforce recommended the timetable for implementation and the modelling undertaken to assure it.
- 11.2.5. NR is currently in discussions with Grand Central Railway Company Limited (Grand Central) regarding an Open Access application to run services between Newcastle and Brighton from December 2026. A formal application has not yet been submitted to ORR, and these proposals are additional to the proposed ECML December 2025

timetable. Further information on how the Grand Central application interacts with this 67th SA application can be seen below. NR is supportive of the NTL rights in this 67th SA application as they enable the industry-developed, modelled, and recommended for implementation timetable.

- ED05.11 Sheffield <> Leeds rights via Rotherham Central interact at Sheffield and between Aldwarke Junction and Swinton. Of these additional firm rights requested by NTL in this application, all but 1 Sheffield-Leeds Saturday right and 1 Leeds-Sheffield Saturday right are the conversion to firm of existing contingent rights held by NTL under the ECML Policy until December 2025. The rights in this application align with what was expected in the ECML December 2025 timetable and what is required to operate the December 2025 timetable.
- ED06.2 Sheffield <> Adwick rights interact at Sheffield and between Aldwarke Junction and Doncaster. Of these additional firm rights requested by NTL in this application, all but 1 of the Adwick-Sheffield Off Peak rights are the conversion to firm of existing contingent rights held by NTL under the ECML Policy until December 2025. The Sheffield-Adwick rights align with what was expected in the ECML December 2025 timetable and what is required to operate the December 2025 timetable. The overall quantum of the Adwick-Sheffield rights also align with what was expected in the ECML December 2025 timetable and what is required to operate the December 2025 timetable, however NR believes the distribution between Peak and Off Peak differs from that which NTL requests in this application. NR notes that NTL has a corresponding number of existing contingent rights under the ECML Policy for Adwick-Sheffield to align with the number of rights NR believes are required to deliver the December 2025 timetable.

11.2.6. In this application NTL requests that Redcar British Steel is added as an Additional station in Table 4.1 of Schedule 5 ED01.1 for services between Bishop Auckland and Saltburn or Hartlepool. NR does not support this. NTL has not included calls at this station in the December 2025 timetable, and we believe further timetable and capacity analysis is required in order to identify whether additional calls at this station can be accommodated in the current pattern of services on the line of route. Calls at Redcar British Steel were not included as part of the ECML timetable, and there are additional services that are due to run as part of the ECML timetable that would be impacted by this additional station call.

11.2.6.1. NR System Operator carried out a study earlier this year into Middlesbrough Platform 3 (dated 20 January 2025), with the intention of identifying if there is capacity for the extension of five additional LNER services per day in each direction between York and Middlesbrough. This study used the ECML ESG timetable, as captured in October 2024, as a base, and the methodology involved uplifting NTL and Nexus services to future-proof the findings, making necessary amendments to the timetable to accommodate the LNER extensions, and analysing the proposed infrastructure changes to assess their impact on Middlesbrough traffic. With regards NTL, this study found that, when the proposed LNER King's Cross-Middlesbrough service runs, the resulting 0.5 minute journey time extension to the NTL Bishop Auckland-Saltburn service impacts their turnaround times. The proposed additional call at Redcar British Steel was not included in this study and so, noting the known potential impacts to NTL services of the LNER uplift, NR cannot support adding an additional calling point into these services before we have fully explored the impacts of the LNER uplift and carried out timetable and capacity analysis that includes calls at Redcar British Steel.

NR's County Durham and Tees Valley Strategic Advice report, dated January 2025, identified that a recast of the Bishop Auckland/Darlington-Saltburn service group and the provision of an additional unit was required in order to accommodate additional calls in the current service pattern.

11.3. **Performance**

- 11.3.1. NR can confirm that parts of this application were included in the ECML Timetable Performance Analysis that is included within NR's General Representation to ORR on the ECML dated 14 March 2025. Please refer to Annex L of that letter for further information.

11.4. **ECML Power Supply Modelling**

- 11.4.1. NR can confirm that this application directly relates to paragraph 11 of NR's General Representation to ORR on the ECML dated 14 March 2025 and is included in the power modelling report which is an Annex (Annex M) to the 14 March 2025 General Representation.

12. **Any other risks or cross-route concerns**

- 12.1. Some of the rights in this 67th SA application cross onto North West & Central (NW&C) Region, running between Leeds (Eastern) and Wigan North Western/Wigan Wallgate (NW&C), and into Carlisle (NW&C) from the direction of Newcastle (Eastern). They do not traverse the West Coast Mainline.
- 12.2. These rights interact with other locations where there are a number of other S22A applications. The ORR may wish to wait for NR representations concerning these applications, however, the outcome of those applications does not affect NR's position on the rights within this 67th SA.
- 12.3. Rights in this application have the potential to interact with rights applied for by Virgin Management Limited and East Coast Trains Limited (North West Services) in their Section 17 applications submitted in response to ORR's letter dated 24 July 2024. ORR issued a decision letter for these applications on 03 July 2025, which stated they had rejected the applications.
- 12.4. This application seeks new/amended access rights in ED05 – West and North Yorkshire Local between Wigan North Western/Wigan Wallgate (Wigan) and Leeds, which are related to several sections in the WCML General Representation letter dated 25 April 2025. These sections are "Manchester Victoria – Rochdale Performance Review", "Transpennine Route Upgrade", "Manchester Task Force (MTF)", and "Manchester North West Transformation Programme (MNTP)". NR is supportive of the Wigan <> Leeds rights in this application, as they largely reflect a change in routing at the very beginning/end of the route from Wigan North Western to Wigan Wallgate and allow NTL to provide a regular service pattern Mondays-Saturdays. The quantum changes in this application are minimal and are deliverable as part of a wider extensive service provided by NTL. NR does not believe they represent a performance risk.
- 12.5. The services impacting NW&C are planned to run with diesel rolling stock, so power supply has not been a consideration. No level crossing risks have been identified.

13. Conclusion

- 13.1. In this representation letter we have confirmed that we support in part the access rights sought in this application.
- 13.2. Specifically, we have stated where the access rights are as NR expected in the proposed ECML December 2025 Timetable and accommodated in the December 2025 timetable published at D-26, and highlighted where NR does not support quantum as requested by NTL in this application due to discrepancies between the application and these timetables.
- 13.3. Any positions provided in our other representations on service groups/codes affected by the 67th SA still stand, and we would like to see the position, as per our representations on the 60th and 66th SAs, carried over into this SA where appropriate, were this application to be directed by ORR.
- 13.4. We have provided an explanation to ORR of what the proposed ECML December 2025 Timetable is an amalgamation of, in terms of Advanced Timetable Work, and confirmed that our position is based on these assessments.
- 13.5. The proposed ECML Timetable for December 2025 is the output of all the hard collaborative work the industry has undertaken since the ECML ESG was formed in 2019. Our position on this application is an output of that work.
- 13.6. If ORR chooses to direct this application, NR would like the opportunity to review any finalised Schedule 5 table drafting before ORR directs.

Yours sincerely,



Lysette Rowley
Franchise & Access Manager
NW&C Region, Network Rail

ANNEXES

Annex A – Interacting Locations Matrix

Please note that this table is based on a live document, and may differ from the actual position at the time of reading this letter.

Operator/Application/Type	Status of Application	Sheffield	ECML&Leeds
Caledonian Sleeper 9th SA 17	Directed by ORR		x
Colas 10th SA 22a	Live	x	x
CrossCountry 38th SA 22a	Live	x	x
DBC 72nd SA 22a	Live	x	x
DBC 73rd SA 22a	Live	x	x
DBC 79th SA 22a	Live		x
DBC 81st SA 22a	Live	x	x
DBC 86th SA 22a	Live	x	x
DBC 87th SA 22a	Live	x	x
DBC 88th SA 22a	Live	x	x
DCR 2nd SA 22a	Live		x
DRS 17th SA 22A	Live	x	x
EMR 19th SA 22A	Live		x
EMR 20th SA 22A	Directed by ORR	x	x
EMR 21st SA 22A	Directed by ORR	x	x
FLHH 25th SA 22A	Live	x	x
FLHH 26th SA 22A	Live	x	x
FLHH 27th SA 22A	Live	x	x
FLHH 28th SA 22A	Withdrawn	x	x
FLIM 21st SA 22A	Directed by ORR	x	x
FLIM 22nd SA 22A	Live	x	x
FLIM 24th SA 22A	Live	x	x
FLIM 25th SA 22A	Live	x	x
FLIM 26th SA 22A	Live	x	x
GBRf 25th SA 22a	Live	x	x
GBRf 34th SA 22a	Live	x	x
GBRf 41st SA 22A	Live		x
Govia Thames Railway 62nd SA 22A	Superseded		x
Govia Thames Railway 63rd SA 22A	Directed by ORR		x
Grand Central 24th SA 22A	Directed by ORR		x
Grand Central 28th SA 22A	Directed by ORR		x
Hull Trains 27th SA 22A	Rejected by ORR	x	x
Hull Trains 28th SA 22A	Directed by ORR		x
LIS 2nd SA 22a	Live		x
LNER 34th SA 22A	Directed by ORR		x
LNER 37th SA 22A	Rights were being sought until Dec 2025 so not included in analysis		x
Lumo 11th SA 22A	Directed by ORR		x
Lumo 12th SA 22A	Directed by ORR		x
Northern 59th SA 22a	Directed by ORR	x	x
Northern 60th SA 22a	Directed by ORR	x	x
Scotrail 49th SA 22a	Withdrawn		x
Scotrail 50th SA 22a	Directed by ORR		x
Scotrail 51st SA 22a	Directed by ORR		x
Super Tram 11th SA 22a	Directed by ORR	x	
TPT 58th SA 22a	Live	x	x
TPT 65th SA 22a	Live		x
Varamis 2nd SA 22a	Live		x

Annex B – Table of Access Rights Requested in Application

Attached as PDF

Annex C - Access Rights Requested but Not Supported in Application

Attached as PDF

Annex B -Table of Access Rights Requested in Application (NTL 67th SA)

						No. of rights requested								No. of additional rights expected for the proposed ECML December 2025 Timetable				No. of rights required to operate the December 2025 Timetable								
Operator	SA NO.	Service Group	Service Code	From:	To:	Weekday		Sat	Sun	List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML Timetable (TT)?	Are the Quantum of Rights (by Day) in the Application as expected for proposed Dec 25 ECML TT?	Are the calling patterns for the access rights in the Application as expected for proposed Dec 25 ECML TT?	Weekday		Sat	Sun	Comment	Weekday		Sat	Sun	Comment	Sheffield	ECML & Leeds	Is update linked to 60th SA?
						Peak	Off Peak	All	All					Peak	Off Peak	All	All		Peak	Off Peak	All	All				
Northern	67th	ED01	ED01.1	Darlington	Saltburn	-1		-1		Dinsdale, Allens West, Eaglescliffe, Thornaby, Middlesbrough, South Bank, , Redcar Central, Redcar East, Longbeck, Marske, Stockton, Billingham, Seaton Carew	Yes	Yes	Yes		-1		-1		Matches application This addresses a discrepancy in the 60th SA.	-1		-1			X	Yes
Northern	67th	ED01	ED01.5	Middlesbrough	Whitby	-1 (PM Peak)		-1		James Cook, Marton, Gypsy Lane, Nunthorpe, Great Ayton, Battersby, Kildale, Commondale, Castleton Moor, Danby, Leaholm, Glasdale, Egton, Grosmont, Sleights, Ruswarp	Yes	No	Yes	0			0		Does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.	-1 (PM Peak)		-1		Matches application	X	No
Northern	67th	ED01	ED01.8	Middlesbrough	Nunthorpe				-1	Marton, Gypsy Lane	Yes	No	Yes				0		Does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.			-1		Matches application	X	No
Northern	67th	ED01	ED01.3	Carlisle	Newcastle	-2 (AM Peak)	-4	-6		MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge, Hexham, Haydon Bridge, Bardon Mill, Halwhistle, Brampton, Wetheral	Yes	No	Yes	0	-1	-2		Does not match application, however NTL proposes to remove more rights than expected in ECML December 2025 timetable. NR is supportive of quantum in line with that which is required to deliver the December 2025 timetable (see column AB).	-1 (AM peak)	-5	-6		The weekday quantum has been addressed in ORR directions on the 60th SA and no longer requires comment in this application. The Saturday amendment matches the application and addresses a discrepancy in the 60th SA.	X	Yes	
Northern	67th	ED01	ED01.3	Newcastle	Carlisle	-2 (PM Peak)	-5	-7		MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge, Hexham, Haydon Bridge, Bardon Mill, Halwhistle, Brampton, Wetheral	Yes	Yes	Yes	-2 (PM Peak)	-5	-7		Matches application This addresses a discrepancy in the 60th SA.	-2 (PM Peak)	-5	-7			X	Yes	
Northern	67th	ED01	ED01.3	Middlesbrough	Carlisle	-1 (AM Peak)		-1		MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge, Hexham, Haydon Bridge, Bardon Mill, Halwhistle, Brampton, Wetheral	Yes	Yes	Yes	-1 (AM Peak)		-1		Matches application	-1 (AM Peak)		-1		Matches application	X	No	
Northern	67th	ED01	ED01.10	Carlisle	Morpeth	-2 (1 AM Peak, 1 PM Peak)		-2		Alnmouth, Acklington, Widdrington, Pegswood,	Yes	Yes	Yes	-2 (1 AM Peak, 1 PM Peak)		-2		Matches application	-2 (1 AM Peak, 1 PM Peak)		-2		Matches application. This addresses a discrepancy in the 60th SA.	X	Yes	

Operator	SA NO.	Service Group	Service Code	From:	To:					List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML Timetable (TT)?	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML TT?	Are the calling patterns for the access rights in the Application as expected for proposed Dec 25 ECML TT?					Comment				Comment	Sheffield	ECML Leads	Is update linked to 60th SA?	
						Weekday		Sat	Sun					Weekday		Sat	Sun		Weekday	Sat						Sun
						Peak	Off Peak	All	All					Peak	Off Peak	All	All		Peak	Off Peak						All
Northern	67th	ED01	ED01.10	Newcastle	Morpeth				-1	Manors, Cramlington	Yes	No	Yes				0	Does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.				-1	Matches application		X	No
Northern	67th	ED01	ED01.4	Hexham	Morpeth	1 (PM Peak)		1		Cramlington, Newcastle, MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge	Yes	Yes	Yes	1 (PM Peak)		1		Matches application	1 (PM Peak)		1		Matches application			No
Northern	67th	ED01	ED01.4	Newcastle	Hexham		-1	-1		MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge	Yes	No	Yes		0	-1		Off Peak does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.		-1	-1		Matches application. The Saturday amendment addresses a discrepancy in the 60th SA.		X	Yes
Northern	67th	ED01	ED01.7	Newcastle	Whitby	1 (PM Peak)		1		Heworth, Sunderland, Seaham, Horden, Hartlepool, Seaton Carew, Billingham, Stockton, Thornaby, Middlesbrough, James Cook Marton, Gypsy Lane, Nunthorpe, Great Ayton, Battersby, Kildale, Commondale, Castleton Moor, Darby, Leaholm, Glasdale, Egton, Grosmont, Sleights, Ruswarp	Yes	No	Yes	0		0		Does not match application, however this is linked to the surrender of Newcastle-Middlesbrough and Middlesbrough-Whitby rights to create through Newcastle-Whitby rights. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. NR is therefore supportive of these rights as requested by NTL.	1 (PM Peak)		1		Matches application. The Saturday amendment addresses a discrepancy in the 60th SA.		X	Yes
Northern	67th	ED01	ED01.9	Middlesbrough	MetroCentre		1			Seaham, Sunderland, Heworth, Newcastle, Dunston, MetroCentre, Blaydon, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge, Hexham, Haydon Bridge, Bardon Mill, Halwhistle, Brampton, Wetheral	Yes	No	No		0			Does not match application, however this is a shortened version of a service that was due to run to Hexham so has been considered in the ECML timetable modelling. NR is therefore supportive of the right as requested by NTL.		1			Matches application		X	No
Northern	67th	ED01	ED01.9	MetroCentre	Hartlepool			1		Dunston, Newcastle	Yes	Yes	Yes			1		Matches application			1		Matches application		X	No
Northern	67th	ED01	ED01.7	Newcastle	Great Ayton	1 (PM Peak)	1	2		Heworth, Sunderland, Seaham, Horden, Hartlepool, Seaton Carew, Billingham, Stockton, Thornaby, Middlesbrough, James Cook Marton, Gypsy Lane, Nunthorpe	Yes	Yes	Yes	1 (PM Peak)	1	2		Matches application	1 (PM Peak)	1	2		Matches application		X	No
Northern	67th	ED01	ED01.7	Great Ayton	Newcastle		2	2		Heworth, Sunderland, Seaham, Horden, Hartlepool, Seaton Carew, Billingham, Stockton, Thornaby, Middlesbrough, James Cook Marton, Gypsy Lane, Nunthorpe	Yes	Yes	Yes		2	2		Matches application		2	2		Matches application		X	No
Northern	67th	ED01	ED01.6	Middlesbrough	Carlisle			1		Thornaby, Eaglescliffe, Allens West, Dinsdale, Darlington, Durham, Chester-le-Street, Newcastle	Yes	Yes	Yes			1		Matches application			1		Matches application.		X	No
Northern	67th	ED01	ED01.8	Darlington	Newcastle				-1	Ruswarp, Sleights, Grosmont, Egton, Glasdale, Leaholm, Darby, Castleton Moor, Commondale, Kildale, Battersby, Great Ayton, Nunthorpe, Gypsy Lane, Marton, Middlesbrough, James Cook, Thornaby, Stockton, Billingham, Seaton Carew, Hartlepool, Horden, Seaham, Sunderland, Heworth, Newcastle, MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge, Hexham, Haydon Bridge, Bardon Mill, Halwhistle, Brampton, Wetheral	Yes	No	No				0	Does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.				-1	Matches application		X	No

Operator	SA NO.	Service Group	Service Code	From:	To:	Weekday		Sat	Sun	List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML Timetable (TT)?	Are the Quantum of Rights (By Day) in the Application as expected for proposed Dec 25 ECML TT?	Are the calling patterns for the access rights in the Application as expected for proposed Dec 25 ECML TT?	Weekday		Sat	Sun	Comment	Weekday		Sat	Sun	Comment	Sheffield	ECML & Leeds	Is update linked to 60th SA?		
						Peak	Off Peak	All	All					Peak	Off Peak	All	All		Peak	Off Peak	All	All						
Northern	67th	ED01	ED01.8	Darlington	Morpeth				1	Ruswarp, Sleights, Gosmont, Egton, Glaisdale, Leatham, Darby, Carleton Moor, Commondale, Kildale, Battersby, Great Ayton, Nunthorpe, Gypsy Lane, Marton, Middlesbrough, James Cook, Thornaby, Stockton, Billingham, Seaton Carew, Hartlepool, Horden, Seaham, Sunderland, Heworth, Newcastle, MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge, Hexham, Haydon Bridge, Barton Mill, Haltwhistle, Brampton, Wetheral	Yes	No	No					0	Does not match application, however this is linked to the surrender of a Darlington-Newcastle and Newcastle-Morpeth right to create a through Darlington-Morpeth right. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. NR is therefore supportive of this right as requested by NTL.					1	Matches application		X	No
Northern	67th	ED01	ED01.8	Middlesbrough	Hexham		1		1	Thornaby, Stockton, Billingham, Seaton Carew, Hartlepool, Horden, Seaham, Sunderland, Heworth, Newcastle, MetroCentre, Wylam, Prudhoe, Stocksfield, Riding Mill, Corbridge	Yes	No	Yes		0	1		Off Peak does not match application, however this is linked to the surrender of a Middlesbrough-Newcastle right and a Newcastle-Hexham right to create a through Middlesbrough-Hexham right. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. NR is therefore supportive of this right as requested by NTL.		1	1		The Saturday amendment addresses a discrepancy in the 60th SA.		X	Yes		
Northern	67th	ED01	ED01.8	Middlesbrough	Newcastle (via Sunderland)		-1		-1	Thornaby, Stockton, Billingham, Seaton Carew, Hartlepool, Horden, Seaham, Sunderland, Heworth	Yes	No	Yes		0	-1		Off Peak does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.		-1	-1		Matches application. This addresses a discrepancy in the 60th SA.		X	Yes		
Northern	67th	ED01	ED01.8	Newcastle	Hartlepool				-1	Heworth, Sunderland, Seaham, Horden	Yes	Yes	Yes			-1		Matches application			-1		Matches application		X	No		
Northern	67th	ED01	ED01.8	Newcastle	Middlesbrough (via Sunderland)	-1 (PM Peak)			-1	Thornaby, Stockton, Billingham, Seaton Carew, Hartlepool, Horden, Seaham, Sunderland, Heworth	Yes	No	Yes		0	0		Does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.	-1 (PM Peak)		-1		Matches application. The Saturday amendment addresses a discrepancy in the 60th SA.		X	Yes		
Northern	67th	ED01	ED01.8	Newcastle	Nunthorpe	-2 (PM Peak)	-1		-3	1	Gypsy Lane, Marton, Middlesbrough, James Cook, Thornaby, Stockton, Billingham, Seaton Carew, Hartlepool, Horden, Seaham, Sunderland, Heworth	Yes	No	Yes	-2 (PM Peak)	-1	-3	0	Sunday does not match application, however this is linked to the surrender of a Middlesbrough-Nunthorpe right which was included in the ECML December 2025 timetable and would therefore have been considered in the performance modelling. NR understands this right supports a positioning move to get the unit in place from Heaton to Nunthorpe to work the Nunthorpe - Middlesbrough shuttle all day. NR is therefore supportive of this Sunday right as requested by NTL. NR is therefore supportive of this right as requested by NTL.	-2 (PM Peak)	-1	-3	1	Matches application. The weekday and Saturday amendments address discrepancies in the 60th SA.		X	Yes	
Northern	67th	ED01	ED01.8	Nunthorpe	Newcastle	1 (AM Peak)	8		9	Gypsy Lane, Marton, Middlesbrough, James Cook, Thornaby, Stockton, Billingham, Seaton Carew, Hartlepool	Yes	Yes	Yes	1 (AM Peak)	8	9		Matches application	1 (AM Peak)	8	9		Matches application		X	Yes		
Northern	67th	ED01	ED01.14	Newcastle	Ashington		1		1	Northumberland Park (NE), Seaton Delaval, Newsham, Blyth Betside, Bedlington	Yes	No	Yes		0	0		Does not match application. These services were spot bids made post D-40, as part of an industry workstream to manage late-evening flow onto Heaton depot. NR is supportive of these rights as requested by NTL.			1	1	Matches application			No		
Northern	67th	ED01	ED01.1	Bishop Auckland	Saltburn or Hartlepool	Redcar British Steel added as an additional calling point - no change to quantum					Shildon, Newton Aycliffe, Heighington, North Road, Darlington, Dinsdale, Allens West, Eaglescliffe, Thornaby, Middlesbrough, South Bank, Redcar Central, Redcar East, Longbeck, Marske, Stockton, Billingham, Seaton Carew	No	No	No	0	0	0	0	No services are planned to call at this station in the proposed ECML December 2025 timetable	0	0	0	0	No services are planned to call at this station in the December 2025 timetable			No	
Northern	67th	ED04	ED04.1	Knaresborough	Leeds	-1 (AM Peak)			-1	Burley Park, Headingley, Horsforth, Weeton, Pannal, Hornbeam Park, Harrogate, Starbeck	Yes	Yes	Yes	-1 (AM Peak)		-1		Matches application	-1 (AM Peak)		-1		Matches application		X	No		
Northern	67th	ED04	ED04.1	Leeds	Harrogate	1 (PM Peak)	1		2	Burley Park, Headingley, Horsforth, Weeton, Pannal, Hornbeam Park	Yes	Yes	Yes	1 (PM Peak)	1	2		Matches application	1 (PM Peak)	1	2		Matches application		X	No		
Northern	67th	ED04	ED04.1	Leeds	Knaresborough	-1 (PM Peak)			-1	Burley Park, Headingley, Horsforth, Weeton, Pannal, Hornbeam Park, Harrogate, Starbeck	Yes	Yes	Yes		-1			Matches application	-1 (PM Peak)		-1		Matches application		X	No		
Northern	67th	ED04	ED04.5	Hebden Bridge	Leeds	-1 (AM Peak)				Burley Park, Headingley, Horsforth, Weeton, Pannal, Hornbeam Park, Harrogate, Starbeck	Yes	Yes	Yes					Matches application	-1 (AM Peak)				Matches application		X	No		

Operator	SA NO.	Service Group	Service Code	From:	To:	Weekday				Sat	Sun	List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML Timetable (TT)?	Are the Quantum of Rights (by Day) in the Application as expected for proposed Dec 25 ECML TT?	Are the calling patterns for the access rights in the Application as expected for proposed Dec 25 ECML TT?	Weekday				Sat	Sun	Comment	Weekday				Sat	Sun	Comment	Sheffield ECML & Leeds	Is update linked to 60th SA?			
						Peak		Off Peak								All	All	Peak	Off Peak				All	All	Peak	Off Peak						All	All	
Northern	67th	ED04	ED04.5	Leeds	Hebden Bridge	-1 (AM Peak)				-1		Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Low Moor, Bradford Interchange, New Pudsey, Bramley	Yes	Yes	Yes			-1				Matches application	-1 (AM Peak)			-1			Matches application	X	No			
Northern	67th	ED04	ED04.6	Leeds	Selby		-13			-10		South Millford, Mickelfield, East Garforth, Garforth, Cross Gates	Yes	No	Yes	-1 (PM Peak)	-12		-10				Saturday quantum only matches application	-1 (PM Peak)	-12		-10			Saturday quantum only matches application. Weekday split between Peak and Off Peak does not match application	X	No		
Northern	67th	ED04	ED04.7	Blackpool North	Bradford Interchange			-1				Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Low Moor, Bradford Interchange, New Pudsey, Bramley	Yes	Yes	Yes			-1				Matches application			-1			Matches application.		No				
Northern	67th	ED04	ED04.16 (says ED01.16 in table, obviously a typo, ED01.16 does not exist)	Selby	Halifax	1 (AM Peak)				1		ED04.16: Bradford Interchange, New Pudsey, Bramley, Leeds, Crossgates, Garforth, East Garforth, Mickelfield, South Millford,	Yes	Yes	Yes	1 (AM Peak)			1				Matches application	1 (AM Peak)			1			Matches application. NR notes that the Description number should say ED01.16, not ED04.16.		No		
Northern	67th	ED05	ED05.14	Leeds	Wigan Wallgate	2 (PM Peak)	2		4			Cottingley1/White Rose2, Morley, Batley, Dewsbury, Ravenshorpe, Mirfield, Brighouse, Sowerby Bridge, Cottingley1/White Rose2, Morley, Batley, Dewsbury, Ravenshorpe, Mirfield, Brighouse, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Littleborough, Smiffy Bridge, Rochdale, Castleton, Mills Hill, Moston, Manchester Victoria, Salford Central, Swinton, Moorside, Walkden, Atherton, Hag Fold, Daisy Hill, Hindley, Ince	Yes	Yes	Yes	2 (PM Peak)	2		4				Matches application	2 (PM Peak)	2		4		Matches application	X	No			
Northern	67th	ED05	ED05.14	Wigan Wallgate	Leeds	2 (AM Peak)	4		5			Cottingley1/White Rose2, Morley, Batley, Dewsbury, Ravenshorpe, Mirfield, Brighouse, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Littleborough, Smiffy Bridge, Rochdale, Castleton, Mills Hill, Moston, Manchester Victoria, Salford Central, Swinton, Moorside, Walkden, Atherton, Hag Fold, Daisy Hill, Hindley, Ince	Yes	No	Yes	1 MO, 2 MSX (AM Peak)	4		5				AM Peak quantum does not match application.	1 MO, 2 MSX (AM Peak)	4		5		AM Peak quantum does not match application	X	No			
Northern	67th	ED05	ED05.14	Wigan North Western	Leeds	-1 (AM Peak)	1		-3			Cottingley1/White Rose2, Morley, Batley, Dewsbury, Ravenshorpe, Mirfield, Brighouse, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Littleborough, Smiffy Bridge, Rochdale, Castleton, Mills Hill, Moston, Manchester Victoria, Salford Central, Swinton, Moorside, Walkden, Atherton, Hag Fold, Daisy Hill, Hindley, Ince	Yes	No	Yes	-1 MO, -2 MSX (AM Peak)	1		-3				AM Peak quantum does not match application.	-1 MO, -2 MSX (AM Peak)	1		-3		AM Peak quantum does not match application.	X	No			
Northern	67th	ED05	ED05.14	Leeds	Wigan North Western	-1 (PM Peak)	-3		-4			Cottingley1/White Rose2, Morley, Batley, Dewsbury, Ravenshorpe, Mirfield, Brighouse, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Littleborough, Smiffy Bridge, Rochdale, Castleton, Mills Hill, Moston, Manchester Victoria, Salford Central, Swinton, Moorside, Walkden, Atherton, Hag Fold, Daisy Hill, Hindley, Ince	Yes	Yes	Yes	-1 (PM Peak)	-3		-4				Matches application	-1 (PM Peak)	-3		-4		Matches application	X	No			
Northern	67th	ED05	ED05.8	Leeds	Doncaster				1		8	Outwood, Wakefield Westgate, Sandal & Agbrigg, Fitzwilliam, South Elmsall, Adwick, Bentley (S York)	Yes	Yes	Yes				1		8		Matches application				1		8	Matches application	X	No		
Northern	67th	ED05	ED05.8	Doncaster	Leeds				1		8	Outwood, Wakefield Westgate, Sandal & Agbrigg, Fitzwilliam, South Elmsall, Adwick, Bentley (S York)	Yes	Yes	Yes				1		8		Matches application				1		8	Matches application	X	No		
Northern	67th	ED05	ED05.11	Sheffield	Leeds (via Moorhorpe)				2		8	Outwood, Wakefield Westgate, Sandal & Agbrigg, Fitzwilliam, Moorhorpe, Thurnscoe, Goldthorpe, Bolton-On-Wakefield Kirkgate, Streethouse, Featherstone, Pontefract Tanshell, Pontefract Monkhill	Yes	Yes	Yes				2		8		Matches application				2		8	Matches application	X	X	No	
Northern	67th	ED05	ED05.11	Leeds	Sheffield (via Moorhorpe)		1		3		8	Outwood, Wakefield Westgate, Sandal & Agbrigg, Fitzwilliam, Moorhorpe, Thurnscoe, Goldthorpe, Bolton-On-Wakefield Kirkgate, Streethouse, Featherstone, Pontefract Tanshell, Pontefract Monkhill	Yes	Yes	Yes			1		3		8		Matches application		1		3		8	Matches application	X	X	No
Northern	67th	ED05	ED05.13	Wakefield Westgate	Knottingley	-4 (PM Peak)	-14		-18			Wakefield Kirkgate, Streethouse, Featherstone, Pontefract Tanshell, Pontefract Monkhill	Yes	Yes	Yes	-4 (PM Peak)	-14		-18				Matches application	-4 (PM Peak)	-14		-18			Matches application	X	No		
Northern	67th	ED05	ED05.13	Leeds	Knottingley	8 (4 AM Peak, 4 PM Peak)	9		17			Outwood, Wakefield Westgate, Wakefield Kirkgate, Streethouse, Featherstone, Pontefract Tanshell, Pontefract Monkhill	Yes	No	Yes	7 (3 AM Peak, 4 PM Peak)	10		17				Saturday quantum only matches application.	7 (3 AM Peak, 4 PM Peak)	10		17			Saturday quantum only matches application. Weekday split between PM Peak and Off Peak does not match application	X	No		
Northern	67th	ED05	ED05.13	Knottingley	Wakefield Westgate	-3 (AM Peak)	-12		-15			Wakefield Kirkgate, Streethouse, Featherstone, Pontefract Tanshell, Pontefract Monkhill	Yes	Yes	Yes	-3 (AM Peak)	-12		-15				Matches application	-3 (AM Peak)	-12		-15			Matches application	X	No		

Operator	SA NO.	Service Group	Service Code	From:	To:	Weekday		Sat	Sun	List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML Timetable (TT)?	Are the Quantum of Rights (by Day) in the Application as expected for proposed Dec 25 ECML TT?	Are the calling patterns for the access rights in the Application as expected for proposed Dec 25 ECML TT?	Weekday		Sat	Sun	Comment	Weekday		Sat	Sun	Comment	Sheffield ECML & Leeds	Is update linked to 60th SA?
						Peak	Off Peak	All	All					Peak	Off Peak	All	All		Peak	Off Peak	All	All			
						Peak	Off Peak	All	All					Peak	Off Peak	All	All		Peak	Off Peak	All	All			
Northern	67th	ED05	ED05.13	Knottingley	Leeds	5 (2 AM Peak, 3 PM Peak)	9	14		Outwood, Wakefield Westgate, Wakefield Kirkgate, Streethouse, Featherstone, Pontefract Tanshelf, Pontefract Monkhill	Yes	No	Yes	5 (2 AM Peak, 4 PM Peak)	8	14		Saturday quantum only matches application.	5 (2 AM Peak, 4 PM Peak)	8	14		Saturday quantum only matches application. Weekday split between PM Peak and Off Peak does not match application	X	No
Northern	67th	ED06	ED06.4	Hull	Scarborough				1 (winter only)	Seamer, Filey, Bampton, Bridlington, Driffield, Beverley, Cottingham	Yes	Yes	Yes				1 (winter only)	Matches application.				1 (winter only)	Matches application		No
Northern	67th	ED06	ED06.4	Beverley	Hull				1	Cottingham	Yes	Yes	Yes				1	This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.				1	This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.		Yes
Northern	67th	ED06	ED06.4	Scarborough	Hull				-2	Seamer, Filey, Bampton, Bridlington, Driffield, Beverley, Cottingham	Yes	Yes	Yes				-2	This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.				-2	This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.		Yes
Northern	67th	ED05	ED06.4	Hull	Doncaster		-1			Brough, Giberdyke, Goole.	Yes	No	Yes	1 (AM Peak)	-2			Does not match application	1 (AM Peak)	-2			Does not match application. Weekday split between AM Peak and Off Peak does not match application.	X	Yes
Northern	67th	ED06	ED06.5	Sheffield	Beverley		-1			Cottingham, Hull, Hessle, Fernby, Brough, Giberdyke, Goole, Thorne North, Hatfield & Stainforth, Kirk Sandall, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	Yes	Yes		-1			Matches application		-1			Matches application	X	No
Northern	67th	ED06	ED06.5	Beverley	Sheffield			-1		Cottingham, Hull, Hessle, Fernby, Brough, Giberdyke, Goole, Thorne North, Hatfield & Stainforth, Kirk Sandall, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	Yes	Yes			-1		Matches application			-1		Matches application	X	No
Northern	67th	ED06	ED06.5	Sheffield	Bridlington	-1 (PM Peak)	-1	-2		Nafferton, Driffield, Hutton Cranswick, Beverley, Cottingham, Hull, Hessle, Fernby, Brough, Giberdyke, Goole, Thorne North, Hatfield & Stainforth, Kirk Sandall, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	Yes	Yes	-1 (PM Peak)	-1	-2		Matches application	-1 (PM Peak)	-1	-2		Matches application	X	No
Northern	67th	ED06	ED06.5	Sheffield	Scarborough		1 (FO)	1		Seamer, Filey, Bampton, Bridlington, Nafferton, Driffield, Hutton Cranswick, Beverley, Cottingham, Hull, Hessle, Fernby, Brough, Giberdyke, Goole, Thorne North, Hatfield & Stainforth, Kirk Sandall, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	No	Yes	1 AM Peak, -4 PM Peak	-3 FSX, -2 FO	1		Does not match application	1 AM Peak, -4 PM Peak	-3 FSX, -2 FO	1		Saturday quantum only matches application. Weekday split between Peak and Off Peak does not match application.	X	No
Northern	67th	ED06	ED06.5	Hull	Sheffield		1			Hessle, Fernby, Brough, Giberdyke, Goole, Thorne North, Hatfield & Stainforth, Kirk Sandall, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	No	Yes	2 AM Peak	-1			Does not match application	2 AM Peak	-1			Weekday split between Peak and Off Peak does not match application.	X	No
Northern	67th	ED06	ED06.5	Bridlington	Sheffield		1	1		Nafferton, Driffield, Hutton Cranswick, Beverley, Cottingham, Hull, Hessle, Fernby, Brough, Giberdyke, Goole, Thorne North, Hatfield & Stainforth, Kirk Sandall, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	Yes	Yes		1			Matches application		1	1		Matches application	X	No
Northern	67th	ED06	ED06.5	Scarborough	Sheffield				2	Seamer, Filey, Bampton, Bridlington, Nafferton, Driffield, Hutton Cranswick, Beverley, Cottingham, Hull, Hessle, Fernby, Brough, Giberdyke, Goole, Thorne North, Hatfield & Stainforth, Kirk Sandall, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	Yes	Yes		2			This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.			2		This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.	X	Yes

Operator	SA NO.	Service Group	Service Code	From:	To:	Weekday				Sat	Sun	List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML Timetable (TT)?	Are the Quantum of Rights (by Day) in the Application as expected for proposed Dec 25 ECML TT?	Are the calling patterns for the access rights in the Application as expected for proposed Dec 25 ECML TT?	Weekday				Sat	Sun	Comment	Weekday				Sat	Sun	Comment	Sheffield ECML & Leeds	Is update linked to 60th SA?						
						Peak		Off Peak								All	All	Peak					Off Peak		All	All						Peak		Off Peak		All	All
Northern	67th	ED06	ED06.2	Adwick	Sheffield	2 (PM Peak)	5		7			Bentley, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	No	Yes	1 AM Peak, 2 PM Peak	4		7				Saturday quantum only matches application	1 AM Peak, 2 PM Peak	4		7		Saturday quantum only matches application. Weekday split between Peak and Off Peak does not match application.	X	No						
Northern	67th	ED06	ED06.2	Sheffield	Adwick	1 (PM Peak)	4		5			Bentley, Doncaster, Conisbrough, Mexborough, Swinton, Rotherham Central, Meadowhall	Yes	Yes	Yes	1 (PM Peak)	4		5				Matches application	1 (PM Peak)	4		5		Matches application	X	No						
Northern	67th	ED06	ED06.7	Scunthorpe	Doncaster		-1					Althorpe, Crowle, Thorne South, Hatfield & Stainforth, Kirk Sandall	Yes	Yes	Yes		0						Does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.		-1				Matches application	X	No						
Northern	67th	ED06	ED06.7	Scunthorpe	Sheffield	1						Althorpe, Crowle, Thorne South, Hatfield & Stainforth, Kirk Sandall, Doncaster	Yes	No	Yes		0						Does not match application, however this is linked to the surrender of a Scunthorpe-Doncaster and Doncaster-Sheffield right to create a through Scunthorpe-Sheffield right. The rights that are being removed were included in the ECML December 2025 timetable and have therefore been considered in the performance modelling. NR is therefore supportive of the right as requested by NTL.		1				Matches application	X	No						
Northern	67th	ED06	ED06.6	Doncaster	Sheffield		-2		-1			Meadowhall	Yes	No	Yes		-1		-1					Weekday Off Peak does not match application, however the quantum of rights NTL proposes to remove aligns with what is required to deliver the December 2025 timetable. NR is therefore supportive of the rights amendment as requested by NTL.		-2		-1		Matches application		No					
Northern	67th	ED06	ED06.9	Hull	York (via ECML)						-1	Brough, Howden, Selby, Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	No						-1		This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.					-1	This was included in the 60th SA and directed as part of that application, therefore the rights quantum does not require comment in this application. NR has explained in its representation letter for this application that the correct Description number and associated calling pattern for these rights is ED06.8, and requests that this is corrected.	X	No						
Northern	67th	ED06	ED06.9	Selby	York (via ECML)				1			Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	No				1				Matches application				1		Matches application. NR has explained in its representation letter for this application that the correct Description number and associated calling pattern for these rights is ED06.8, and requests that this is corrected.		No						
Northern	67th	ED06	ED06.9	York	Hull (via ECML)						-3	Brough, Howden, Selby, Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	No						-3		This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.					-3	This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application. NR has explained in its representation letter for this application that the correct Description number and associated calling pattern for these rights is ED06.8, and requests that this is corrected.	X	No						
Northern	67th	ED06	ED06.9	York	Selby (via ECML)				1			Ulleskelf, Church Fenton, Sherburn-in-Elmet	Yes	Yes	No				1				Matches application				1		Matches application. NR has explained in its representation letter for this application that the correct Description number and associated calling pattern for these rights is ED06.8, and requests that this is corrected.		No						
Northern	67th	ED06	ED06.9	Hull	York (via Sherburn-in-Elmet)						2	Brough, Howden, Selby, Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	Yes				2				This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.					2	This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.	X	No						
Northern	67th	ED06	ED06.9	Selby	York (via Sherburn-in-Elmet)						-1	Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	Yes						-1		Matches application					-1	Matches application		No						
Northern	67th	ED06	ED06.9	York	Hull (via Sherburn-in-Elmet)	-2 (AM Peak)			-1			Brough, Howden, Selby, Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	Yes	-2 (AM Peak)			-1				Matches application	-2 (AM Peak)			-1		Matches application		No						
Northern	67th	ED06	ED06.9	York	Hull (via Sherburn-in-Elmet)		1				3	Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	Yes		1				3		Matches application			1		3	The Sunday quantum has been addressed in ORR directions on the 60th SA and no longer requires comment in this application. The weekday amendment matches application.		Yes						
Northern	67th	ED06	ED06.9	York	Selby (via Sherburn-in-Elmet)						-1	Sherburn-in-Elmet, Church Fenton, Ulleskelf	Yes	Yes	Yes						-1		Matches application					-1	Matches application		No						

Operator	SA NO.	Service Group	Service Code	From:	To:	Weekday				Sat	Sun	List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	Are the Rights for The Origin & Destination in the Application as expected for proposed Dec 25 ECML Timetable (TT)?	Are the Quantum of Rights (by Day) in the Application as expected for proposed Dec 25 ECML TT?	Are the calling patterns for the access rights in the Application as expected for proposed Dec 25 ECML TT?	Weekday				Sat	Sun	Comment	Weekday				Sat	Sun	Comment	Sheffield ECML & Leeds	Is update linked to 60th SA?		
						Peak		Off Peak								All	All	Peak	Off Peak				All	All	Peak	Off Peak						All	All
Northern	67th	ED06	ED06.10	York	Bridlington			1		1		Nafferton, Driffield, Hutton Cranswick, Arram, Beverley, Cottingham, Hull, Hessle, Ferby, Brough, Broomfleet, Gillerdyke, Eastington, Howden, Wressle, Selby, Sherburn-in-Elmet, Church Fenton, Ullensall	Yes	Yes	Yes		1		1		This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.			1		1		This was included in the 60th SA and directed as part of that application, therefore does not require comment in this application.	X	No			
Northern	67th	ED07	ED07.3	Lincoln	Huddersfield						1	Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Penistone, Silkstone	Yes	Yes	Yes						1	Matches application					1				No		
Northern	67th	ED07	ED07.4	Sheffield	Huddersfield			1		1		Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Penistone, Silkstone Common, Dodworth, Barnsley, Wombwell, Chapeltown, Meadowhall	Yes	Yes	Yes			0		0	Does not match application			1 FO		1		These rights were included in the 60th SA and directed as part of that application, therefore do not require comment in this application. NR's position remains as it was for that application.	X	No			
Northern	67th	ED07	ED07.4	Sheffield	Huddersfield						-1	Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Penistone, Silkstone	Yes	Yes	Yes						-1	Matches application					-1		Matches application		No		
Northern	67th	ED07	ED07.6	Sheffield	Leeds	-2 (AM Peak)		-11		-12	-1	Wakefield Kirkgate, Barnsley, Meadowhall	Yes	Yes	Yes	-2 (AM Peak)		-11		-12	-1	Matches application	-2 (AM Peak)		-11		-12	-1	Matches application		No		
Northern	67th	ED07	ED07.6	Leeds	Sheffield	-5 (2 AM Peak, 3 PM Peak)		-9		-14		Wakefield Kirkgate, Barnsley, Meadowhall	Yes	Yes	Yes	-5 (2 AM Peak, 3 PM Peak)		-9		-14		Matches application	-5 (2 AM Peak, 3 PM Peak)		-9		-14		Matches application		No		
Northern	67th	ED07	ED07.6	Nottingham	Carlisle						-1	Meadowhall, Barnsley, Wakefield Kirkgate, Leeds	Yes	Yes	Yes						-1	Matches application					-1		Matches application		No		
Northern	67th	ED07	ED07.6	Sheffield	Carlisle						1	Meadowhall, Barnsley, Wakefield Kirkgate, Leeds	Yes	Yes	No						1	Matches application					1		Matches application		No		
Northern	67th	ED07	ED07.10	Sheffield	Leeds (via Castleford)			1				Woodlesford, Castleford, Normanton, Wakefield Kirkgate, Danton, Barnsley, Wombwell, Elsecar, Chapeltown, Meadowhall	Yes	Yes	Yes			1			Matches application			1				Matches application		No			
Northern	67th	ED07	ED07.13	Lincoln	Sheffield (via Barnsley)						-1	Saxby, Gainsborough Lea Road, Retford, Worksop, Sherwaik, Kiveton Park, Kiveton Bridge, Woodhouse	Yes	Yes	Yes						-1	Matches application					-1		Matches application		No		
Northern	67th	ED07	ED07.6	Sheffield	Leeds			-1				Wakefield Kirkgate, Barnsley, Meadowhall	Yes	Yes	Yes			-1				Matches application			-1				Matches application		No		

Annex C - Access Rights Requested but Not Supported in Application (NTL 67th SA)

Service Group	Origin	Destination	Day of week	No. of rights requested	No. of additional rights expected for the proposed ECML December 2025 Timetable	No. of rights required to operate the December 2025 Timetable	No. of rights supported by NR	Comments
ED01	Bishop Auckland	Saltburn or Hartlepool	Every day	Redcar British Steel to be added as an additional calling point in Table 4.1	0	0	0	NTL has not included calls at this station in the December 2025 timetable, and NR believes further timetable and capacity analysis is required in order to identify whether additional calls at this station can be accommodated in the current pattern of services on the line of route. Calls at Redcar British Steel were not included as part of the ECML timetable, and there are additional services that are due to run as part of the ECML timetable that would be impacted by this additional station call.
ED04	Leeds	Selby	Weekday Off Peak	-13	-12	-12	-12	The overall weekday quantum reduction required to deliver the December 2025 timetable aligns with the application, but the split between PM Peak and Off Peak does not align. NTL has 1 PM Peak right and 13 Off Peak rights. PM Peak is defined as services departing Leeds 15.59-19.00. There is 1 weekday train in the timetable (2K90), which departs Leeds at 06.29 (Off Peak). NR therefore believes NTL should surrender their 1 PM Peak right and only surrender 12 Off Peak rights.
ED04	Wigan Wallgate	Leeds	Weekday AM Peak	2	1 MO, 2 MSX	1 MO, 2 MSX	1 MO, 2 MSX	The quantum requested by NTL does not align with what is required to deliver the December 2025 timetable. One of the additional services is MSX only, therefore NR supports +1 AM Peak MO right and +2 AM Peak MSX rights.
ED04	Wigan North Western	Leeds	Weekday AM Peak	-1	-1 MO, -2 MSX	-1 MO, -2 MSX	-1	The quantum requested by NTL does not align with what is required to deliver the December 2025 timetable. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR requests that NTL also surrender an additional AM Peak MSX right.
ED04	Leeds	Knottingley	Weekday AM Peak	4	3	3	3	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between AM Peak and Off Peak does not align. NR believes NTL requires one less AM Peak right and one more Off Peak right than requested to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable. These Leeds-Knottingley services are formed by converting existing contingent Leeds-Wakefield rights held under the ECML Policy to firm, and joining those rights with existing Wakefield-Knottingley rights which are being surrendered. NTL has 14 contingent Off Peak Leeds-Wakefield rights and 14 firm Off Peak Wakefield-Knottingley rights, so the additional Leeds-Knottingley Off Peak right would not introduce new quantum to the network. The additional Off Peak right was expected for the ECML December 2025 timetable and so would have been included in the performance modelling.
ED04	Leeds	Knottingley	Weekday Off Peak	9	10	10	9	
ED04	Knottingley	Leeds	Weekday PM Peak	3	4	4	3	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between PM Peak and Off Peak does not align. NR believes NTL requires one more PM Peak right and one less Off Peak right than requested to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable. These Knottingley-Leeds services are formed by converting existing contingent Wakefield-Leeds rights held under the ECML Policy to firm, and joining those rights with existing Knottingley-Wakefield rights which are being surrendered. NTL has 0 contingent Off Peak Wakefield-Leeds rights and 12 firm Off Peak Knottingley-Wakefield rights, so the additional Knottingley-Leeds PM Peak right would introduce additional quantum between Wakefield and Leeds only. The additional PM Peak right was expected for the ECML December 2025 timetable and so would have been included in the performance modelling.
ED04	Knottingley	Leeds	Weekday Off Peak	9	8	8	8	
ED04	Hull	Doncaster	Weekday Off Peak	-1	-2	-2	-1	The rights requested in the application do not align with what is required to deliver the December 2025 timetable. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: -2 Off Peak rights +1 AM Peak right

OFFICIAL

Service Group	Origin	Destination	Day of week	No. of rights requested	No. of additional rights expected for the proposed ECML December 2025 Timetable	No. of rights required to operate the December 2025 Timetable	No. of rights supported by NR	Comments
ED06	Sheffield	Scarborough	Weekday Off Peak (Friday Only)	1	-2	-2	0	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between Peak and Off Peak does not align. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: For MSX, -1 AM Peak, +4 PM Peak, and -3 Off Peak rights For FO, -1 AM Peak, +4 PM Peak, and -2 Off Peak rights.
ED06	Hull	Sheffield	Weekday Off Peak	1	-1	-1	0	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between AM Peak and Off Peak does not align. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: -1 Off Peak right +2 AM Peak rights
ED06	Adwick	Sheffield	Weekday Off Peak	5	4	4	4	The overall weekday quantum required to deliver the December 2025 timetable aligns with the application, but the split between Peak and Off Peak does not align. In order to align with what was expected in the ECML December 2025 timetable and with what has been accommodated in the December 2025 timetable, NR believes NTL requires the following: +1 AM peak right NTL currently has 2 contingent Adwick-Sheffield rights under the ECML Policy. The conversion of one of these to firm would therefore not represent additional quantum on the network.