

43rd SUPPLEMENTAL AGREEMENT

between

NETWORK RAIL INFRASTRUCTURE LIMITED
as Network Rail

And

GOVIA THAMESLINK RAILWAY LIMITED
as Train Operator

relating to the Track Access Contract (Passenger
Services) dated 02 March 2016

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THIS 43RD SUPPLEMENTAL AGREEMENT is dated 28th September 2021 and made

BETWEEN:

- (1) **NETWORK RAIL INFRASTRUCTURE LIMITED**, a company registered in England under number 2904587 having its registered office at 1 Eversholt Street, London, NW1 2DN ("Network Rail"); and
- (2) **GOVIA THAMESLINK RAILWAY LIMITED**, a company registered in England under number 07934306, having its registered office at 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE (the "Train Operator").

WHEREAS:

- (A) The parties entered into a Track Access Contract (Passenger Services) dated 02 March 2016 in a form approved by the Office of Rail and Road ("ORR") pursuant to Section 18(7) of the Act, as amended by various supplemental agreements each in a form approved by ORR pursuant to Section 22 of the Act (which track access contract as subsequently amended is hereafter referred to as the "Contract").
- (B) The parties wish to amend the Contract in the terms described below.

IT IS HEREBY AGREED as follows:

1. INTERPRETATION

In this Supplemental Agreement:

- 1.1 Words and expressions defined in and rules of interpretation set out in the Contract shall have the same meaning and effect when used in this Supplemental Agreement except where the context requires otherwise; and
- 1.2 "Effective Date" means the late of:
 - (1) 0200 hours on the Principal Change Date 2021; or
 - (2) the date upon which the Office of Rail and Road issues its approval, pursuant to Section 22 of the Act, of the terms of this Supplemental Agreement.
- 1.3 "Annex" shall mean the annexes and their relevant parts and attached hereto.

2. EFFECTIVE DATE AND TERM

- 2.1. The amendments to the Contract pursuant to this Supplemental Agreement shall have effect from the Effective Date and shall cease to have effect on the Expiry Date or earlier termination of the Contract.

3. AMENDMENTS TO THE CONTRACT

- 3.1 Table 2.1 Passenger Train Slots of Schedule 5 of the Contract, the entries relating to Service Groups ET02 and ET05 shall be deleted in their entirety and replaced by those as set out in Annex A to this Supplemental Agreement.
- 3.2 The Footnotes to Table 2.1 Passenger Train Slots of Schedule 5 of the contract shall be deleted in its entirety and replaced by those as Set out in Annex B to this Supplemental Agreement.
- 3.3 Table 2.2 Additional Passenger Train Slots of Schedule 5 of the Contract, the entries relating to ET05 shall be deleted in its entirety and replaced by those as set out in Annex C to this Supplemental Agreement.
- 3.4 The Footnotes to Table 2.2 Additional Passenger Train Slots of Schedule 5 shall be deleted in its entirety and replaced by those as Set out in Annex D to this Supplemental Agreement.

4. GENERAL

The Contract, as amended by this Supplemental Agreement, shall remain in full force and effect in accordance with its terms, and during the period in which the amendments made by this Supplemental Agreement are to have effect, all references in the Contract to "the contract", "herein", "hereof", "hereunder" and other similar expressions shall, unless the context requires otherwise, be read and construed as a reference to the Contract as amended by this Supplemental Agreement.

5. THIRD PARTY RIGHTS

No person who is not a party to this Supplemental Agreement shall have any right under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Supplemental Agreement.


6. LAW

This Supplemental Agreement shall be governed by, construed and given effect to in all respects in accordance with English Law.

7. COUNTERPARTS

This Supplemental Agreement may be executed in any number of counterparts, each of which when executed and delivered shall constitute an original, but all the counterparts shall together constitute but one and the same document.

IN WITNESS whereof the duly authorised representatives of Network Rail and the Train Operator have executed this Supplemental Agreement on the date first above written.

SIGNED by 

Print name.....

Duly authorised for and on behalf of
NETWORK RAIL INFRASTRUCTURE LIMITED

SIGNED by 

Print name..... IAN MEARN

Duly authorised for and on behalf of
GOVIA THAMESLINK RAILWAY LIMITED

Katie Frost

Annex A

Passenger Train Slots

Table 2.1: Passenger Train Slots

1						2					
Service Group: ET02 ^{43rd SA}											
Service description: Thameslink Sussex Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
Blackfriars	Brighton	London Bridge	2.1	22721000	700	0	6 ²⁰	29 ²⁰	35 ²⁰	37 ²⁰	29 ²⁰
Blackfriars ⁵⁹	Brighton ⁵⁹	London Bridge	2.2	22721000	700	0	6 ²¹	26 ²¹	32 ²¹	32 ²¹	0
Blackfriars	Brighton	Selhurst	2.3	22721000	700	0	0	3 ²⁰	3 ²⁰	5 ²⁰	2 ²⁰
London Bridge	Brighton		2.4	22721000	700	0	0	0	0	0	5
Brighton	St Pancras International	London Bridge	2.5	22721000	700	6 ²²	0	29 ²²	35 ²²	36 ²²	28 ²²
Brighton ⁵⁹	St Pancras International ⁵⁹	London Bridge	2.6	22721000	700	6 ²³	0	26 ²³	32 ²³	31 ²³	0
Brighton	St Pancras International	Selhurst	2.7	22721000	700	0	0	4 ²²	4 ²²	3 ²²	4 ²²
1						2					

Service Group: ET02											
Service description: Thameslink Sussex Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
Brighton	London Bridge		2.8	22721000	700	0	0	0	0	0	3
Blackfriars	Littlehampton	London Bridge & Haywards Heath	2.9	22721000	700	0	2 ²⁰	1 ²⁰	3 ²⁰	0	0
Littlehampton	St Pancras International	London Bridge & Haywards Heath	2.10	22721000	700	2 ²²	0	0	2 ²²	0	0
Littlehampton	Haywards Heath		2.11	22721000	700	0	0	1	1	0	0
Blackfriars ⁶⁰	Gatwick Airport ⁶⁰	London Bridge	2.12	22729000	700	0	6 ²⁰	16 ²⁰	32 ²⁰	28 ²⁰	24 ²⁰
London Bridge	Gatwick Airport	London Bridge	2.13	22729000	700	0	0	0	0	0	1
Gatwick Airport ⁶²	St Pancras International ⁶²	London Bridge	2.14	22729000	700	4 ²²	0	30 ²²	34 ²²	31 ²²	26 ²²
Blackfriars ⁶¹	Three Bridges ⁶¹	London Bridge	2.15	22729000	700	0	0	6 ²⁴	6 ²⁴	5 ²⁴	17 ²⁴

1	2
Service Group: ET02	
Service description: Thameslink Sussex Outer	

From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
Blackfriars	Three Bridges	Selhurst	2.16	22729000	700	0	0	3 ²⁰	3 ²⁰	1 ²⁰	0 ²⁰
London Bridge	Three Bridges		2.17	22729000	700	0	0	2	2	0	0
Three Bridges ⁶³	St Pancras International ⁶³	London Bridge	2.18	22729000	700	2 ²⁰	0	5 ²²	7 ²²	3 ²²	14 ²²
Three Bridges	St Pancras International	Selhurst	2.19	22729000	700	0	0	2 ²²	2 ²²	7 ²²	0
Three Bridges	London Bridge		2.20	22729000	700	0	0	0	0	0	2
Blackfriars ⁵⁹	Horsham ⁵⁹	London Bridge	2.21	22729000	700	0	6 ²⁵	30 ²⁵	36 ²⁵	35 ²⁵	13 ²⁵

1						2					
Service Group: ET02											
Service description: Thameslink Sussex Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
London Bridge	Horsham		2.22	22729000	700	0	0	0	0	0	3

Horsham ⁶⁴	St Pancras International ⁶⁴	London Bridge	2.23	22729000	700	6 ²⁶	0	30 ²⁶	36 ²⁶	36 ²⁶	13 ²⁶
Horsham ⁶⁵	St Pancras International ⁶⁵	Selhurst	2.24	22729000	700	0	0	1 ²⁶	1 ²⁶	1 ²⁶	0
Horsham	London Bridge		2.25	22729000	700	0	0	0	0	0	3
Horsham	Three Bridges		2.26	22729000	700	0	0	0	0	0	1
Blackfriars	East Grinstead	London Bridge	2.27	22729001	700	0	6 ²⁹	5 ²⁹	11 ²⁹	0	0
London Bridge	East Grinstead		2.28	22729001	700	0	0	1	1	0	0
East Grinstead	St Pancras International	London Bridge	2.29	22729001	700	2 ²⁰	0	3 ²⁰	5 ²⁰	0	0
East Grinstead	London Bridge		2.30	22729001	700	0	0	1	1	0	0

1						2					
Service Group: ET02											
Service description: Thameslink Sussex Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				

London Bridge	Gatwick Airport	Quarry Lines	2.31	22729000	700	0	0	1	1	0	0
London Bridge	Horsham	Quarry Lines	2.32	22729000	700	0	0	1	1	0	0

1						2					
Service Group: ET05 ⁶⁶ 43rd SA											
Service description: Great Northern Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ⁵		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
Peterborough	King's Cross	Welwyn Garden City	5.1	21727000	387	6	0	6	12	3	3
Peterborough	King's Cross	Welwyn Garden City	5.2	21727000	387	0	0	0	0	0	1
Peterborough	King's Cross	Welwyn Garden City	5.3	22727100	700	0	0	4	4	4	4
Peterborough	Blackfriars	Welwyn Garden City	5.4	22727100	700	6	0	30 ³⁸	36 ³⁸	36 ³⁸	13 ³⁸
King's Lynn	King's Cross	Welwyn Garden City	5.5	21725000	387	5	0	17	22	19	15
King's Lynn	Cambridge		5.7	21725000	387	0	0	1	1	1	0
Ely	King's Cross	Welwyn Garden City	5.8	21725000	387	0	0	12	12	17	0

Ely	Cambridge		5.9	21725000	365	0	0	0	3	2	0
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1						2					
Service Group: ET05 ⁶⁶											
Service description: Great Northern Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ⁵		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
Cambridge	Blackfriars	Welwyn Garden City	5.13	22726100	700	3 ⁴⁰	0	13 ⁴⁰	16 ⁴⁰	18 ⁴⁰	14 ⁴⁰
Cambridge	King's Cross	Welwyn Garden City	5.14	21725000	387	1	0	0	1	0	1
Cambridge	King's Cross	Welwyn Garden City	5.15	22726100	700	0	0	2	2	2	3
Cambridge	King's Cross	Welwyn Garden City	5.16	21726100	700	6	0	30	36	38	16
Baldock	King's Cross	Welwyn Garden City	5.17	21726000	387	1	0	1	2	0	0
Royston	King's Cross	Welwyn Garden City	5.18	22726100	700	0	0	1	1	1	0
Royston	King's Cross	Welwyn Garden City	5.19	21726000	387	1	0	0	1	0	0
Letchworth Garden City	King's Cross	Welwyn Garden City	5.20	22726100	700	0	0	2	2	1	3

1						2					
Service Group: ET05 ⁶⁶											
Service description: Great Northern Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ⁵		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
King's Cross	Peterborough	Welwyn Garden City	5.21	21727000	387	0	5	5	10	3	3
King's Cross	Peterborough	Welwyn Garden City	5.22	22727100	700	0	0	4	4	4	4
King's Cross	Peterborough	Welwyn Garden City	5.23	21727000	387	0	0	0	0	0	1
St Pancras International	Peterborough	Welwyn Garden City	5.24	22727100	700	0	6 ⁴¹	30 ⁴¹	36 ⁴¹	36 ⁴¹	13 ⁴¹
King's Cross	King's Lynn	Welwyn Garden City	5.25	21725000	387	0	4	18	22	21	16
Cambridge	King's Lynn		5.26	21725000	387	0	0	3	3	0	0
King's Cross	Ely	Welwyn Garden City	5.27	21725000	387	0	2	11	13	14	0
Cambridge	Ely		5.28	21725000	387	0	0	2	2	1	0
St Pancras International	Cambridge	Welwyn Garden City	5.31	22726100	700	0	3 ⁴³	15 ⁴³	18 ⁴³	18 ⁴³	14 ⁴³

1						2					
Service Group: ET05 ⁶⁶											
Service description: Great Northern Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ⁵		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
King's Cross	Baldock	Welwyn Garden City	5.32	21726000	387	0	3	0	3	0	0
King's Cross	Cambridge	Welwyn Garden City	5.33	21725000	387	0	0	1	1	1	0
King's Cross	Cambridge	Welwyn Garden City	5.34	22726100	700	0	0	3	3	2	2
King's Cross	Cambridge	Welwyn Garden City	5.35	21725000/ 21726000	387	0	0	1	1	1	0
King's Cross	Letchworth Garden City	Welwyn Garden City	5.37	22726100	700	0	0	2	2	1	3
King's Cross	Royston	Welwyn Garden City	5.38	22726100	700	0	0	2	2	0	0
King's Cross	Cambridge	Welwyn Garden City	5.40	22726100	700	0	6	30	36	38	18

Annex B

Footnotes to Table 2.1 43rd SA

- 1 Peak times – means Services scheduled on any part of a Weekday arriving at Farringdon between 07:00 and 09:59 (the “Morning Peak”), departing Farringdon between 16:00 and 18:59 (the “Evening Peak”); or in respect of services terminating at London Bridge or Blackfriars only, to arrive at London Bridge or Blackfriars between 07:00 and 09:59 (the “Morning Peak”); or in respect of services starting at London Bridge or Blackfriars only, to depart London Bridge or Blackfriars between 16:00 and 18:59 (the “Evening Peak”).
- 2 Off-Peak times - arriving at and departing from a relevant station outside Peak times
- 3 Passenger Train Slots listed under the sub-headings “Peak times” and “Off-Peak times” are the constituent parts of, and are not in addition to, those listed under the sub-heading “Weekday”.
- 4 Peak times – means Services scheduled on any part of a Weekday arriving at King’s Cross, Moorgate or Farringdon between 07:00 and 09:59 (the “Morning Peak”), departing King’s Cross, Moorgate or Farringdon between 16:00 and 18:59 (the “Evening Peak”).
- 5 Peak times – means Services scheduled on any part of a Weekday arriving at King’s Cross or Farringdon between 07:00 and 09:59 (the “Morning Peak”), departing King’s Cross or Farringdon between 16:00 and 18:59 (the “Evening Peak”).
- 6 Peak times - means Services Scheduled on any part of a Weekday arriving at London Termini between 07:00 and 09:59 (“morning Peak”), departing from London Termini between 16:00 and 18:59 (“Evening Peak”).
- 7 Peak times – means Services Scheduled on Weekdays to arrive at Kensington Olympia between 0700 and 09:59 (“Morning Peak”), depart Kensington Olympia between 16:00 and 18:59 (“Evening Peak”).
- 8 Peak times - where Peak Service means Services Scheduled on Weekdays, Saturdays and Sundays to arrive or depart London Victoria between 07:00 and 09:59 (“Morning Peak”), arrive or depart London Victoria between 16:00 and 18:59 (“Evening Peak”).
- 9 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Brighton, East Grinstead or Three Bridges.
- 10 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Brighton, Three Bridges or Sutton.
- 11 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Gatwick Airport or Three Bridges.
- 12 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Brighton, Gatwick Airport or Horsham.
- 13 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Littlehampton.
- 14 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Brighton or Three Bridges.
- 15 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Gatwick Airport, Three Bridges, Littlehampton or Rainham.

- 16 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to East Grinstead, Gatwick Airport or Three Bridges.
- 17 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Littlehampton.
- 18 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Three Bridges.
- 19 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to East Grinstead.
- 20 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford
- 21 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Cambridge
- 22 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Bedford.
- 23 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Cambridge.
- 24 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford or Flitwick or Cambridge.
- 25 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Peterborough.
- 26 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Peterborough or Bedford.
- 27 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford
- 28 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Peterborough or Bedford.
- 29 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Bedford, Luton or West Hampstead Thameslink.
- 30 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Luton, West Hampstead Thameslink or Kentish Town.
- 31 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Welwyn Garden City or Finsbury Park.
- 32 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to St Albans City or Bedford.
- 33 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Luton, West Hampstead Thameslink or St Pancras International
- 34 Where appropriate The Train Operator must make an Access Proposal for some of these Train Slots to be combined with other Train Slots to form through services from Welwyn Garden City or Finsbury Park.
- 35 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Luton, St Albans City, West Hampstead Thameslink or Kentish Town.

- 36 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sevenoaks.
- 37 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Sevenoaks.
- 38 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Horsham.
- 39 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Maidstone East or Ashford International.
- 40 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Brighton.
- 41 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Horsham.
- 42 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Maidstone East or Ashford International
- 43 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Brighton or Gatwick Airport.
- 44 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to London Bridge.
- 45 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from London Bridge.
- 46 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to London Victoria or Streatham Hill.
- 47 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from London Bridge or Streatham Hill.
- 48 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Rainham, Gillingham or Orpington.
- 49 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Sutton.
- 50 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to East Grinstead, Sutton, Gillingham, Rainham, or Orpington.
- 51 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sutton.
- 52 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sutton or Orpington.
- 53 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Sutton or Orpington.
- 54 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Luton or West Hampstead Thameslink.
- 55 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Luton, West Hampstead Thameslink or Bedford.

- 56 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Luton.
- 57 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services to Cambridge
- 58 The Train Operator must make an Access Proposal for these Train Slots to be combined with other Train Slots to form through services from Cambridge
- 59 These access rights expire as firm rights at SCD 2022 due to them forming through services with ET05.
- 60 A quantum of 12 Sunday access rights expire as firm rights at SCD 2022 due to them forming through services with ET05.
- 61 A quantum of 2 Sunday access rights expire as firm rights at SCD 2022 due to them forming through services with ET05.
- 62 A quantum of 5 Morning Peak and 14 Sunday access rights expire as firm rights at SCD 2022 due to them forming through services with ET05.
- 63 1 off peak access right expires as a firm right at SCD 2022 due to it forming through services with ET05.
- 64 A quantum of 29 off peak access rights, all Saturday and all Sunday access right expire as firm rights at SCD 2022 due to them forming through services with ET05.
- 65 This access right expires as firm rights at SCD 2022 due to it forming a through service with ET05.
- 66 The access rights in Service Group ET05 expire as firm rights at SCD 2022.

Annex C

Table 2.2: Additional Passenger Train Slots

1						2					
Service Group: ET05 ^{44th SA}											
Service description: Great Northern Outer											
From	To	Via	Description	TSC	Timing Load	Peak times ¹		Off-Peak times ²	Total Weekday ³	Saturday	Sunday
						Morning Peak	Evening Peak				
Cambridge ⁴	Blackfriars ⁴	Welwyn Garden City	5.13	22726100	700	3 ⁵	0	13 ⁵	16 ⁵	14 ⁵	0
Baldock ⁴	Kings Cross ⁴	Welwyn Garden City	5.17	21760000	387	2	0	0	2	0	0
Royston ⁴	Kings Cross ⁴	Welwyn Garden City	5.19	21760000	387	1	0	0	1	0	0
St Pancras International ⁴	Cambridge ⁴	Welwyn Garden City	5.31	22726100	700	0	3 ⁵	11 ⁵	14 ⁵	14 ⁵	0
Kings Cross ⁴	Baldock ⁴	Welwyn Garden City	5.32	21760000	387	0	2	2	4	0	0
Kings Cross ⁴	Letchworth Garden City ⁴	Welwyn Garden City	5.37	22726100	700	0	0	1	1	0	0

Annex D

Footnotes to Table 2.2

1 Peak times – means Services scheduled on any part of a Weekday arriving at King's Cross or Farringdon between 07:00 and 09:59 (the "Morning Peak"), departing King's Cross or Farringdon between 16:00 and 18:59 (the "Evening Peak").

2 Off-Peak times - arriving at and departing from a relevant station outside Peak times.

3 Passenger Train Slots listed under the sub-headings "Peak times" and "Off-Peak times" are the constituent parts of, and are not in addition to, those listed under the sub-heading "Weekday".

4 These access rights expire at SCD 2022

5 The Train operator must make an Access Proposal for these train slots to be combined with other Train Slots to form through services to Brighton

6 The Train Operator must make an Access Proposal for these train slots to be combined with other Train Slots to form through services from Brighton or Gatwick.