



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

04 July 2025

Network Rail Representations for the 59th 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 59th 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 representation builds upon the representations submitted by NR for this application on 28 June 2024, and the 14 March 2025 "General Representation on Complex and/or Competing Applications interacting on Location ECML Kings Cross - Edinburgh and Leeds".
- 1.3. The latter of these letters 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 East Coast Mainline (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.
- 1.4. 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.
- 1.5. NR can confirm that based on the facts and evidence outlined in this representation and the ECML General Representation, it is supportive of part of this application. NR

supports the rights in this application as contingent only for one year from the December 2025 Timetable Change Date and NR expects ORR to take this position into account and reflect this in its directions by including the expression of no presumption of continuity. The reason for our position is explained later in this letter.

- 1.6. Where there are a number of applications seeking capacity at the locations referred to in this letter, and as detailed in Annex A, 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 NR Representations

- 2.1. 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", NTL submitted this application to ORR on 20 May 2024 as a S22A application in line with ORR's deadline.
- 2.2. As requested by ORR, NR submitted a High-Level Plan in June 2024, and a further detailed plan was published on NR's website in August 2024 and updated in January 2025. NR made its initial representations on this application on 28 June 2024 where an initial view of the application's Form P and SA was provided. On 22 July 2024 NTL responded to the NR initial representations. Further to this NR issued a General Representation on the ECML to ORR dated 14 March 2025.
- 2.3. In its initial representation on 28 June 2024, NR did not at the time highlight any specific items in the "NR Review of Form P and associated documents". However, due to changes to the commencement date of the ECML Timetable (following the initial representation to ORR) and directions made by ORR on other S22A applications for NTL, NR would like to highlight some additional items that NR would like ORR to take into account when making a direction on this application.
- 2.4. From our recent review of this application, we would like to highlight the following specific points from the Form P:
 - 2.4.1. The Form P states that the expiry date of the Track Access Contract (TAC) and desired end date for the application is PCD 2025, but notes that the 55th SA was seeking to extend the expiry of the TAC to PCD 2027. The 55th SA was approved by ORR on 10 June 2024, so NR has reviewed and assessed this application with the view that NTL is seeking an end date of PCD 2027 for these rights. The draft SA provided with the application states "it shall cease to have effect at the Expiry Date or earlier termination of the Contract", therefore NR acknowledges no further amendment is required to the SA.
 - 2.4.2. The Form P states that these rights are associated with the implementation of the ECML Timetable Rewrite in May 2025, and requests a start date of "SCD 2025 (or in line with a revised implementation date of the deferred ESG timetable)". At the time of submission, the ECML Timetable had been deferred from December 2024, but a decision had not yet been made on exactly when it would go ahead. NR therefore understands that NTL specified the earliest potential start date for the rights, in order to ensure they were in place should the ECML Timetable go ahead in May 2025. The decision was subsequently

taken to defer implementation of the ECML Timetable to December 2025. NR has therefore assessed this application on the basis that NTL is seeking commencement of the rights from December 2025, and this is further confirmed by the fact that NTL did not submit an access proposal at D-40 for the May 2025 timetable for these proposed access rights.

2.4.3. In Section 4.2 of the Form P, NTL states “this application is dependent on the delivery of a structural change to the timetable such as ECML ESG. This new proposal was included in the original ESG work and has been included in the revised ESG workstream currently being undertaken by the industry. The ECML ESG demonstrated that there was sufficient capacity within the new timetable to accommodate the additional service.” These services were not included in the original East Coast Main Line Enhancements Programme (2018) but were later facilitated by the ECML ESG. The services have been included in the New Working Timetable for December 2025.

2.5. From our recent review of this application, we would like to highlight the following specific points from the draft SA:

2.5.1. The draft SA specifies an effective date of “the later of 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, and 02:00 on the Subsidiary Change Date 2025”. As noted above, the proposed start date for these rights would now be the Principal Change Date (December) 2025. If any rights in this application are directed by ORR, this will need to be amended in the draft SA to prevent the start date predating the December 2025 timetable change.

2.5.2. The draft SA has been submitted with a marked-up version of the Schedule 5 tables. These will need to be updated to a clean version for insertion into the TAC, should ORR direct any rights in this application.

2.5.3. In the draft SA, the marked-up table 2.1 (Passenger Train Slots) relating to these additional Leeds<> Sheffield rights states the Description number as ED05.14. In the marked-up table 4.1 (Calling Patterns) in the draft SA, there is a new entry in the table relating to these additional Leeds <> Sheffield rights, and the description number is ED05.17. NR believes that the marked-up table 2.1 incorrectly lists ED05.14 for these Leeds <> Sheffield services and should be in line with the draft SA for table 4.1 i.e. ED05.17. NR expects this error to be rectified in the SA if ORR were to direct in line with what has been requested in this application. Just to further clarify our position, ED05.14 is already listed in table 4.1 as a description for services between Leeds and Wigan Wallgate and therefore does not relate to these Leeds <> Sheffield access rights.

2.5.4. In the marked-up table of the draft SA submitted with this application, there are a number of access rights where the table shows a marked-up amendment to those rights but also contains comments from NTL to state they are not being amended under this application but via the 55th or 57th SAs. Those access rights have not been assessed or reviewed as part of this application. The details of this are further highlighted below:

- There are changes highlighted on the marked-up tables that are associated with the 55th SA (TAC extension), which demonstrate where NTL planned to remove unused rights in ED05 between Ilkley <> Bradford Forster Square and Skipton <> Bradford Foster Square. NTL has included comments next to these rights on the marked-up table in the draft SA to this application, to show that they were part of the 55th SA and have been included by NTL (in the draft SA to the 59th SA application) on the assumption they would be approved and would therefore need to be part of the base table for this SA. The 55th SA was approved by ORR on 10 June 2024 via a S22 application, therefore for those access rights NR has not provided a view or included them in the assessment of this application but acknowledges that if ORR were to direct in line with this 59th S22A application, that it should be reflective of any relevant changes made in the approved 55th SA and any other application that have been approved by ORR since the 59th SA was submitted via S22A in May 2024.
- There are a number of changes highlighted in the marked-up tables that are associated with the 57th SA, mainly for quantum increases. NTL has included comments next to these rights on the marked-up table for the 59th SA to show that they were part of the 57th SA and were included in the draft 59th SA on the assumption they would be approved and would therefore need to be part of the base table for this 59th SA. Those rights were not mentioned in the Form P as forming part of this application, and NTL is not seeking for ORR to make a direction including those changes as part of this SA. For clarification, the 57th SA was updated by NTL on 13 August 2024 to remove all changes except the additional Leeds <> Huddersfield rights (ED05.16). NR was directed by ORR to enter into a SA with NTL for these Leeds <> Huddersfield rights only on 22 January 2025 and therefore if ORR were to direct in line with this 59th S22A application, it should be reflective of any relevant changes made in the approved 57th SA (not as drafted and commented on in the draft SA to this 59th SA application) and any other application that has been approved by ORR since the 59th SA was submitted via a S22A in May 2024. Many of the rights removed from the 57th SA were supported on a contingent basis under the interim approach for December 2024 (62nd SA) and May 2025 (64th SA) and will expire in December 2025. NTL submitted a new S22A application to ORR on 20 June 2025 to request these rights as firm in December 2025.
- For absolute clarity, the rights reviewed, assessed, and being commented on in terms of our position on those rights for this 59th SA, are those listed in the table in Section 9 of this letter and as listed in Annex B.

2.6. NTL responded to NR's initial representations on 27 July 2024. No specific questions were raised for NR, with feedback for the 59th SA focusing on NTL's concerns about the assessment timescales for the rights associated with the ECML ESG timetable, which at that time was potentially still due to go live in May 2025. The decision was later taken to implement the ECML Timetable in December 2025. NR has carried out its assessment of this application in line with its High-Level Plan as shared with ORR in June 2024, and the further detailed plan as published on NR's website in August 2024 (and updated in January 2025). Phase 5 of NR's High-Level Plan was carried out from 07 March 2025 – 13 June 2025. The outputs of that analysis have informed NR's representations in this letter.

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

- 3.1. 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.
- 3.2. 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”.

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

- 4.1. 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.
- 4.2. The ECML Timetable planned for introduction in December 2025 does not include 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.
- 4.3. 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.
- 4.4. 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.
- 4.5. 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. ECML Congested Infrastructure

- 5.1. As stated in the ECML General Representation letter dated 14 March 2025 (paragraph 6) NR has declared Congested Infrastructure for the December 2025 New Working Timetable for three lines of route on the ECML.
- 5.2. The line of route that this application is proposing access rights for is between Doncaster Marshgate Jn and Leeds Copley Hill West Jn.

6. ECML Proposed December 2025 Timetable

- 6.1. 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.

- 6.2. 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.
- 6.3. 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.
- 6.4. 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.
- 6.5. 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.
- 6.6. 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.
- 6.7. 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.
- 6.8. So, where NR highlights 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.

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

7.1. The access rights in this application are new for December 2025, and are therefore not currently under the ECML Policy.

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

8.1. The access rights in this application are new for December 2025, and were therefore not previously sought under the Interim Approach.

9. Access Rights Sought in the Application

9.1. The rights sought in this application are for:

<u>The rights included in the 59th SA</u>	<u>Specific locations identified in ORR's Letter of 24 April 2024</u>
Leeds-Sheffield via Moorthorpe, calling at Wakefield Westgate only: +16 passenger train slots weekdays (3 AM Peak, 0 PM Peak, 13 Off Peak) +16 passenger train slots Saturdays +14 passenger train slots Sundays	(f) ECML Kings Cross-Edinburgh and Leeds
Sheffield-Leeds via Moorthorpe, calling at Wakefield Westgate only: +16 passenger train slots weekdays (0 AM Peak, 4 PM Peak, 12 Off Peak) +16 passenger train slots Saturdays +14 passenger train slots Sundays	(f) ECML Kings Cross-Edinburgh and Leeds

9.2. Annex B of this letter contains a table which shows the requested access rights in this application reviewed and compared against the expected access rights for the proposed ECML December 2025 Timetable, and against the services that were included in NTL's D-40 Access Proposal for the December 2025 timetable.

9.3. 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.

- 9.4. In line with NR's ECML letter to ORR on 14 March 2025, NR can confirm that the rights sought (in their entirety) in this application are in line with what was expected in the proposed December 2025 ECML Timetable.
- 9.5. NR can also confirm that the rights sought (in their entirety) in this application are in line with what the NTL submitted in their Access Proposal at D-40 for the December 2025 timetable.
- 9.6. The columns headed "No. of rights requested" in Annex B detail the quantum of rights and calling patterns requested by NTL in the 59th SA application.
- 9.7. 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 expects NTL to require for the proposed December 2025 ECML Timetable.
- 9.8. The columns headed "No. of additional rights expected for the proposed December 2025 Timetable as requested at D-40" in Annex B detail the quantum of rights included in NTL's D-40 Access Proposal for the December 2025 timetable, submitted to NR on 07 March 2025 (in line with Network Code Part D). NR can confirm that the access rights requested in this application and what is contained in these two columns are aligned.
- 9.9. Whilst the rights being requested in this application are aligned with what was expected in the proposed ECML December 2025 Timetable and NTL's Access Proposal submission at D-40 for the December 2025 Timetable, NR's position is that we only support these access rights as contingent for one year from the December 2025 Timetable Change Date, and not firm until TAC Expiry as requested for by NTL in this application. NR expects ORR to take this position into account and reflects this in its directions by including the expression of no presumption of continuity. The reasons for our position on this application are further detailed in Section 10.

10. Assurance / Assessments / Updates

- 10.1. The following section will address specific areas of consideration, opportunity, and risk relevant to the application.
- 10.2. **Capacity**
- 10.2.1. In line with NR's ECML letter to ORR on 14 March 2025, NR can confirm that the rights sought in this application are in line with the proposed December 2025 ECML Timetable.
- 10.2.2. 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.

10.2.3. 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.

10.2.4. The timetable capacity assessments undertaken for this application identified valid paths for all services associated with this application.

10.2.5. It is expected, however, that a lower quantum of Sheffield <> Leeds services than that applied for in this application will run from the commencement of the December 2025 Timetable, with plans for future step ups being developed and agreed with NTL.

10.3. **Performance**

10.3.1. NR can confirm that this application was included in the ECML Timetable Performance Analysis that was 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.

10.3.2. As stated in Section 2 of this letter, these services were not included in the original East Coast Main Line Enhancements Programme (2018) but were later facilitated by the ECML ESG. However, whilst the rights being requested in this application are aligned with what was expected in the proposed ECML December 2025 Timetable and NTL's Access Proposal submission at D-40 for the December 2025 Timetable, NR's position is that we only support these access rights as contingent for one year from December 2025 Timetable Change Date, and not firm until TAC Expiry as requested for by NTL in this application. NR expects ORR to take this position into account and reflect this in its directions by including the expression of no presumption of continuity. The reasons for our position are as follows:

- The rights in NTL's 59th SA are for fast services between Leeds and Sheffield that do not currently run and are a significant increase in the use of capacity, with 16 weekday, 16 Saturday, and 14 Sunday services in each direction.
- In the General ECML Representation letter dated 14 March 2025 NR highlighted known performance concerns associated with the introduction of the ECML Timetable from December 2025.
- Significantly increasing capacity usage along this corridor is likely to reduce resilience within the timetable and make recovery during perturbation more challenging.

- The risk profile for delay propagation increases in the December 2025 Timetable because of the inclusion of the new fast Leeds <> Sheffield services and the risk presented due to the short turnaround time at Leeds of these services (which are at or close to minimum compliance turnaround). The importance of a right time start to minimise any onward knock-on delay is key because there are other services in close proximity to these Leeds <> Sheffield services. Additionally, these services rely on the performance of other NTL trains that are in front of these services going north out of Sheffield station.
- System Operator has recommended via the ECML Industry Taskforce, and directly proposed to NTL, that a soft launch is implemented in respect of the new Leeds <> Sheffield fast services through staggering their introduction. This will have a positive effect on performance between Leeds and Sheffield, and further afield.
- There are new interactions planned in December 2025, and it is prudent to understand how performance is being delivered in respect of the new paths and existing path interactions. Staggering the introduction of these new services enables the opportunity, after the commencement of the December 2025 timetable, to assess at a signal berth level, the actual performance of the timetable and presentation of trains compared to the Plan and what congestion has materialised. This allows for greater confidence when further services are introduced.

10.3.3. Whilst we will work with NTL to identify any operational or performance consequences as a result of the introduction of these new services, for all the reasons explained NR can only support these rights contingent for one year, until the full impact of these fast services being introduced is understood. Once services have fully commenced with full quantum and any operational or performance issues are identified, where applicable NR will work with NTL to mitigate and improve any of the identified issues.

10.4. **ECML Power Supply Modelling**

10.4.1. 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.

11. Any other risks or cross-route concerns

11.1. There are no other risks or cross-route concerns to highlight for this application.

12. Conclusion

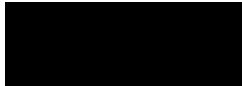
12.1. In this representation letter NR has confirmed that we support in part the access rights sought in this application and that they are as NR expected in the proposed ECML December 2025 Timetable. Specifically, NR has confirmed it supports the rights in this application as contingent only for one year from the December 2025 Timetable Change Date and NR expects ORR to take this position into account and reflect this in its directions by including the expression of no presumption of continuity in its directions. The reason for our position has been explained in this

representation letter in more detail. The position we have taken also allows both NR and NTL the opportunity to understand the full impact of the introduction of these new fast Leeds <> Sheffield services and whether we could mitigate any operational or performance issues identified once the services have commenced in December 2025. NR will work with NTL where possible to get into a position where we would eventually be willing to discuss the possibility of the rights being supported as firm instead of contingent.

12.2. In addition, we have also 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.

12.3. 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.

Yours sincerely,

A black rectangular box used to redact the signature of Lysette Rowley.

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

ANNEXES

Annex A – Interacting Locations Matrix

Operator/Application/Type	Status of Application		by-Sheffield	ffield	/L&Leeds
Caledonian Sleeper 9th SA 17	Live				x
Colas 10th SA 22a	Live	x	x	x	
CrossCountry 38th SA 22a	Live	x	x	x	
DBC 72nd SA 22a	Live	x	x	x	
DBC 73rd SA 22a	Live		x	x	
DBC 79th SA 22a	Live				x
DBC 81st SA 22a	Live	x	x	x	
DBC 86th SA 22a	Live		x	x	
DBC 87th SA 22a	Live	x	x	x	
DBC 88th SA 22a	Live	x	x	x	
DCR 2nd SA 22a	Live	x		x	
DRS 17th SA 22A	Live	x	x	x	
EMR 19th SA 22A	Live				x
EMR 20th SA 22A	Live	x	x	x	
EMR 21st SA 22A	Live	x	x	x	
FLHH 25th SA 22A	Live	x	x	x	
FLHH 26th SA 22A	Live	x	x	x	
FLHH 27th SA 22A	Live	x	x	x	
FLHH 28th SA 22A	Live	x	x	x	
FLIM 21st SA 22A	Live	x	x	x	
FLIM 22nd SA 22A	Live	x	x	x	
FLIM 24th SA 22A	Live	x	x	x	
FLIM 25th SA 22A	Live		x	x	
FLIM 26th SA 22A	Live	x	x	x	
GBRf 25th SA 22a	Live	x	x	x	
GBRf 34th SA 22a	Live	x	x	x	
GBRf 41st SA 22A	Live				x
Govia Thames Railway 62nd SA 22A	Live				x
Govia Thames Railway 63rd SA 22A	Live				x
Grand Central 24th SA 22A	Directed by ORR				x
Grand Central 28th SA 22A	Live				x
Hull Trains 27th SA 22A	Live			x	x
Hull Trains 28th SA 22A	Directed by ORR				x
Hull Trains 29th SA 22A	Live				x
LIS 2nd SA 22a	Live				x
LNER 34th SA 22A	Live				x
LNER 35th SA 22A May '28	Live				x
LNER 36th SA 22A	Live				x
LNER 38th SA 22A	Live				x
Lumo 11th SA 22A	Live				x
Lumo 12th SA 22A	Live				x
Northern 59th SA 22a	Live			x	x
Northern 60th SA 22a	Live			x	x
Scotrail 50th SA 22a	Live				x
Scotrail 51st SA 22a	Live				x
Super Tram 11th SA 22a	Live			x	
TPT 58th SA 22a	Live			x	x
TPT 63rd SA 22a	Live				x
TPT 64th 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 B -Table of Access Rights Requested in Application (NTL 59th SA)

No. of rights requested:													No. of additional rights expected for the proposed ECML December 2025 Timetable:										No. of additional rights expected for the proposed December 2025 Timetable as requested at D-40:											
Operator	SA NO.	Service Group	Service Code	From:	To:	What is the current contractual status of the access rights being sought? I.e. Firm dated, New Rights, Amended Rights, Contingent Dated	Are these current rights held in line with the ECML Policy? Y/N	How long are the rights being sought for? I.e. One TT Period, until expiry date of TAC	Weekday		Sat	Sun	List the Calling Pattern Being Requested for the associated rights - REGULAR CALLING PATTERN	List the Calling Pattern Being Requested for the associated rights - ADDITIONAL STATIONS	Calling Pattern Change Which could change the parameters of Capacity at the Interacting Location List the Location added to an existing Calling Pattern State whether its Additional or 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?	Explanation of any changes to "No" answers that were listed in Annex B included in the ECML General Representation dated 14 March 2025	Weekday		Sat	Sun	Comment	Weekday		Sat	Sun	Comment	Sheffield	ECML & Leeds			
																			Peak	Off Peak	All	All	Peak		Off Peak	All	All	Peak		Off Peak	All	All		
Northern	59th	ED05	11810920	Sheffield	Leeds	New Right(s)	NO	TAC expiry (Dec 27)	3 (AM Peak)	13	16	14	Wakefield Westgate	n/a	n/a	Yes	Yes	Yes	n/a	3 (AM Peak)	13	16	14	Aligns with application	3 (AM Peak)	13	16	14	Aligns with application	X	X			
Northern	59th	ED05	11810920	Leeds	Sheffield	New Right(s)	NO	TAC expiry (Dec 27)	4 (PM peak)	12	16	14	Wakefield Westgate	n/a	n/a	Yes	Yes	Yes	n/a	4 (PM peak)	12	16	14	Aligns with application	4 (PM peak)	12	16	14	Aligns with application	X	X			