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14 August 2025

Network Rail Representations for the 2nd Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and Legge Infrastructure Services Limited dated 07 July 2023.

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 2nd Supplemental agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail Infrastructure Limited and Legge Infrastructure Services Limited (Legge) dated 07 July 2023.

This representation builds upon the representations submitted by Network Rail for this application on the 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.

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 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.

The purpose of this final representation is to provide ORR with Network Rail'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 decision is contained in the ECML General Representation letter dated 14 March 2025. Network Rail can confirm that based on the facts, data and evidence outlined in this representation and the ECML General Representation letter dated 14 March 2025, it is partially supportive of this application.

This application is flagged as interacting at several of the ORR defined locations. Annex A shows a list of all the interacting applications and which of the nine locations they interact at. However, there are other locations where this application does interact with other unsupported applications.

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.

Background of the Application and Network Rail Representations

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', Legge submitted this application to the ORR on 20 May 2024 as a S22A application in line with ORR's deadline.

As requested by ORR, Network Rail submitted a High-Level Plan in June 2024, and a further detailed plan was published on Network Rail's website in August 2024 and updated in January 2025.

Network Rail made its initial representations on this application on 28 June 2024 where an initial view of the application was provided. There were no significant issues highlighted to ORR at that time and there is nothing outstanding from our initial representations on 28 June 2024.

Further to this Network Rail issued a general Representation on the East Coast Mainline (ECML) to ORR dated 14 March 2025.

East Coast Mainline (ECML) General Representation Letter dated 14 March 2025

Network Rail 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.

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 Section 4 'ECML Policy and the ECML Timetable Development', Section 5 'Unused LNER Firm Rights', Section 6 'Congested Infrastructure' and Section 8 'Details of Access Rights Sought on ECML'.

Unused London North Eastern Railway (LNER) Firm Directed Rights

The ECML ESG Timetable does not include the Unused LNER Firm Directed Rights as stated in paragraph 5 in Network Rail's ECML General Representation letter to ORR dated 14 March 2025.

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.

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 descoped. 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.

On 11th July 2025 ORR published its determination of LNER's 34th and 35th Supplemental Agreements submitted under Section 22A 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 above, from the completion of the infrastructure work necessary to enable these services.

These rights replaced the rights mentioned in the first paragraph of this section.

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.

As of 14 March 2025 Network Rail have 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.

Congested Infrastructure

As stated in the ECML General Representation letter dated 14 March (paragraph 6) Network Rail has declared Congested Infrastructure for the December 2025 New Working Timetable for three lines of route on the ECML.

This application covers one of those locations:-

- Between Huntingdon North Jn and New England North Jn (Peterborough)

ECML Proposed December 2025 Timetable

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.

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.

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.

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.

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.

Advanced work completed by Network Rail 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.

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 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.

So where Network Rail 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 Network Rail expects in the proposed ECML December 2025 Timetable, we are referring to whether the access rights align to the above Timetable work.

Summary of Rights Sought

In their application and as a high-level summary Legge is seeking:-

- 12 Firm Access Rights with 1 hour windows and 18 Firm Access Rights with 24 hour windows to commence on approval until PCD 2026.

Full details of all Rights sought by this application are contained in the Schedule 5 Rights Table submitted with the S22A. These Rights cover traffic for construction materials as part of new Sizewell C Power station project. Details of the exact services can be found in Annexes B, C and D.

Without reference to those rights sought where we have detailed a rejection, removal, or where we understand rights are being relinquished, we would note the following of the remaining contents of this application:

- 8 of the prospective access rights interact with the ECML
- 8 of the prospective rights use West Coast Main Line (WCML) South. However, they do not operate into or out of London Euston on the WCML South fast lines.

In addition to this unsupported application, Legge submitted a Section 22 application in August 2024 for the twelve aspired paths between Sizewell and Parkeston (and vice versa). This application was placed on hold due to interactions identified with other unsupported freight applications that are part of the Competing and/or complex track access process. There are no changes to the Rights sought for these trains between the two applications. Should ORR approve these twelve Rights as part of this application then we would expect Legge to withdraw the Section 22 application.

There is nothing outstanding from our initial representations on 28 June 2024.

Rights supported

Where Network Rail is supportive of firm rights with one-hour arrival/departure windows; this is on the basis of the service being accommodated in the December 2025 Timetable in an area where we have concluded our considerations of any other applications submitted in response to ORR's letter of 24 April (if they exist) and/or in the ECML proposed December 2025 Timetable.

This recognises the significant industry-wide effort as described above and further set out in General Representation on the ECML dated 14 March 2025 to undertake the advanced timetabling work to de-risk the transition of the proposed ECML ESG timetable from development to timetable

production, including advanced work to inform timetable risk including aligning cross boundary paths in the ECML ESG timetable with the latest developments in the wider National Working Timetable and associated Rolling Spot Bids. If characteristics are different, support will be on the basis of either a lesser capacity request or the associated WTT path characteristics.

In the representations Network Rail has made to date it has supported some Rights on a Quantum (24hr) basis to enable flexibility in developing the December 2025 timetable and/or where the characteristic of the right being requested was different to the associated train slot. Following completion of Phase 5 of our high level plan, Network Rail would be supportive of a Firm Right with a 1 hour window providing the operator confirms to Network Rail and ORR that they are willing to amend the Right sought to align with the Working Timetable.

We have worked with all freight operators to understand and challenge the rights being sought in their applications and confirm the ongoing need.

Where we are supporting rights relating to existing traffic in this and other applications, we would observe that if rights were not awarded by ORR, the paths would have to be removed from forthcoming timetables. Not only would outcome be inconsistent with the regulatory targets to support freight growth, it is likely that the business would not disappear and it could be reasonably expected that the freight operators would re-bid using the provisions in the model freight contract and the Network Code. In such instances freight operators are likely to require access to otherwise constrained capacity and the likely consequence would likely need to be considered by ORR if looking at any further or future interacting aspirations.

The Rights in this application to/from Sizewell TCA relate to infrastructure yet to be constructed. Network Rail is supportive of the Right in principle but would like to add a note to the Special Terms that 'These Rights are only to become effective from the point at which the new terminal is connected to the main line and is commissioned'.

All the Rights supported in this application are required to provide material for the construction of Sizewell 'C' power station in Suffolk. Sizewell 'C' will invest £100M in upgrade of Network Rail assets on the ESK & Sizewell Branches to create the new capacity required for the plan to be delivered without affecting/impacting the existing services on the line. The project needs sufficient rail capacity to supply up to 4 million tonnes of construction materials by rail to comply with the Development Consent Order of what is a nationally important infrastructure project. Sizewell have an agreement with Network Rail to fund additional signalling on the East Suffolk Line; upgrade level crossings and relay track on the Sizewell branch from where there will be a new rail connection to the Sizewell C construction site. The scheme is currently at GRIP 4 with construction works commencing earlier in 2025 ahead of Sizewell material by rail freight trains commencing from January 2026. Some of the paths between Leicester and Parkeston associated with the Rights interact with the ECML at Peterborough albeit joining adjacent to the ECML at Helpston Junction and using the Stamford lines to Peterborough station where they cross under the ECML and onto Anglia route. Due to the reasons given above, and also as these Rights will all be Quantum 24hr windows and that the paths are offered in the December 2025 Working Timetable, Network Rail believes these Rights should be supported, in some form, despite using this key piece of infrastructure and not being in the proposed ECML December 2025 timetable as described above.

Rights not supported

Where concerns relating to the Rights have been identified we have considered support on a case by case basis, reviewing the specific risks and mitigations in place relating to that service/Right. In some instances Network Rail is unable to support rights where there is increased risk and mitigations are not agreed, not adequate or where Network Rail wants to see if the mitigation outcome is successful.

We are also unable to support rights where an operator has removed a service through Capacity Management Review Group (CMRG), has agreed to remove the right from their application in conversation with Network Rail and/or the path has not been bid for the December 2025 Timetable at D-40.

Following review of this application, Network Rail has identified that eight of the Quantum Rights sought are not in the December 2025 Working Timetable. These all relate to moves between Parkeston and Wembley or Leicester. In total sixteen SX Rights were sought for these moves but only eight SX paths for these services have been offered in the December 2025 Working Timetable. The remaining eight were not submitted in an Access Proposal at D-40 for the December 2025 Timetable. However, Network Rail notes there are eight Saturdays only paths in the December 2025 Working Timetable. It may be that Legge intended eight of the proposed SX Rights to actually be Saturday only Rights. If this is the case, these will need to be submitted in a separate application. The eight Rights Network Rail is able to support were in the proposed December 2025 Working Timetable. The eight unsupported SX Rights sought are shown in Annex D.

The aspirational rights in this application, not supported by Network Rail, are not included in the December 2025 Timetable and, for those which run on the the ECML, would be additional to the proposed ECML December 2025 timetable. The unsupported rights, which would run on the ECML, have multiple conflicts against the proposed East Coast Main Line December 2025 timetable and associated Section 17 and 22A applications. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

Assurance / Assessments / Updates

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.

All Rights sought in this application are for train services which operate with diesel locomotives so there are no power supply concerns.

Industry Consultation

Industry Consultation for this application commenced on 24 May 2024, and concluded on 24 June 2024. No concerns were raised relating to any of the headcodes in this application during consultation.

Capacity

Annex B shows the Rights that Network Rail can support as Firm with a 1 hour window. All these trains have been accommodated into the December 2025 timetable. The trains in this category either meet the characteristics and timings consistent with what is included in this application, or, where appropriate, are highlighted with a suggested amendment. Since Legge submitted their aspirations on 20 May 2024, the Sizewell project has moved forward and to enable their requirements to come to fruition, for instance, making amendments to engineering access windows to enable overnight running between Parkeston and Sizewell. Legge have always stated that they will not operate the trains associated with the Rights sought in this application but that another FOC will be appointed as a haulier. As such, by supporting these Rights, Network Rail is content that, if approved by ORR, these Access Rights would transfer to the haulier via the appropriate Part J process at the appropriate time. Network Rail understands the appointment of a haulier will be made later this year. Whilst Annex B shows the Rights applied for that are supported, the table below shows the corresponding December 2025 Working Timetable paths that align with those Rights. It is worth highlighting that no tonnages were included in the 20 May 2024 application to ORR, so Network Rail would be content to support the tonnages set out in the table below.

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To	Timing Load
6T01	SX	21:29	22:29	Parkeston	Sizewell TCA	00:08	01:08	60H66S18
4T20	MX	02:12	03:12	Sizewell TCA	Parkeston	04:26	05:26	75-66S06
4T20	SO	02:12	03:12	Sizewell TCA	Parkeston	04:26	05:26	75-66S06
6T03	SX	22:07	23:07	Parkeston	Sizewell TCA	00:38	01:38	60H66S18
4T22	MX	02:53	03:53	Sizewell TCA	Parkeston	05:13	06:13	75-66S06
4T22	SO	02:53	03:53	Sizewell TCA	Parkeston	05:13	06:13	75-66S06
6T05	SX	22:45	23:45	Parkeston	Sizewell TCA	01:24	02:24	60H66S18
4T24	MX	03:35	04:35	Sizewell TCA	Parkeston	05:50	06:50	75-66S06
4T24	SO	03:35	04:35	Sizewell TCA	Parkeston	05:50	06:50	75-66S06
6T07	SX	23:21	00:21	Parkeston	Sizewell TCA	01:52	02:52	60H66S18
4T26	MX	04:03	05:03	Sizewell TCA	Parkeston	06:17	07:17	75-66S06
4T26	SO	04:03	05:03	Sizewell TCA	Parkeston	06:17	07:17	75-66S06

It is worth noting in the above table that four Rights are requested for MX. Given a separate SO Right is requested, and given the MX paths are offered as MSX in the December 2025 Working Timetable, Network Rail would support an MSX Right for these four Rights.

Further to this, some timing windows do not align as set out below:-

- The Right sought for 4T20 (MX) Sizewell TCA – Parkeston is for a 02.12 – 03.12 departure window and a 04.26 – 05.26 arrival window but the Working Timetable path departure time is at 03.23 and the arrival time is at 05.45. Network Rail would support a 02.53 – 03.53 departure window and a 05.15 - 06.15 arrival window.
- The Right sought for 4T22 (MX) Sizewell TCA – Parkeston is for a 02.53 – 03.53 departure window and a 05.13 – 06.13 arrival window but the Working Timetable path departure time is at 04.05 and the arrival time is at 06.21. Network Rail would support a 03.35 – 04.35 departure window and a 05.51 - 06.51 arrival window.
- The Right sought for 4T26 (MX) Sizewell TCA – Parkeston is for a 04.03 – 05.03 departure window and a 06.17 – 07.17 arrival window but the Working Timetable path departure time is at 08.04 and the arrival time is at 10.24. Network Rail would support a 07.34 – 08.34 departure window and a 09.54 - 10.54 arrival window.

If Legge cannot accept our support for these changes then Network Rail cannot currently support the Rights requested with the proposed 1 hour window as part of this representation.

Further to the above, 4T20 (MX) Sizewell TCA – Parkeston and 6T07 (SX) Parkeston – Sizewell TCA use capacity that is currently utilised by test trains to maintain infrastructure safety on a periodic basis. To enable the traffic for the Sizewell build to run, Network Rail is willing to support the Rights requested by Legge on the agreement that Legge will not seek to utilise the paths on days when the test trains are due to run. As such as special term will need applying to these two trains stating that the paths are unable to be used when the test trains are required to be run. Details of the test trains and the restriction can be found in the comment below the Annex B table.

Annex C shows the Rights that Network Rail can support as Quantum 24 hour window as per the application submitted by Legge but as an MSX Right as opposed to SX Right. It is worth noting that both Freightliner Heavy Haul and GBRf submitted aspirations for this traffic in their 27th and 34th SA's. Legge have always stated that they will not operate the trains associated with the Rights sought in this application but that another FOC will be appointed as a haulier. As such, by supporting

these Rights, Network Rail is content that, if approved by ORR, these Access Rights would transfer to the haulier via the Park J process at the appropriate time. Network Rail understands the appointment of a haulier will be made later this year. It is worth noting that eight Rights are requested for SX but are offered as MSX paths in the December 2025 Working Timetable, Network Rail would support an MSX Right for these eight Rights. It is worth highlighting that no tonnages were included in the 20 May 2024 application to ORR, so Network Rail would be content to support the tonnages as set out below:-

- Leicester/Wembley - Parkeston with a timing load of 60H66S18.
- Parkeston – Leicester/Wembley with a timing load of 75-66S06.

In addition, for the Leicester – Parkeston/Parkeston - Leicester paths, as these run adjacent to the ECML and through Peterborough station, Network Rail supports these rights with an expiry date at the end of the May 2026 Working Timetable applied and for these Rights to have no presumption of continuity. This is due to these paths being additional to the proposed ECML December 2025 Timetable, and known performance and capacity challenges at Peterborough. Therefore, Network Rail would like to understand the performance impact of this timetable introduction in December 2025, and the services aligned to the rights Legge are seeking, before supporting these Rights for a longer period of time.

Paths, which align to the Rights within the Legge 2nd SA, present conflicts against Rights in the Freightliner Heavy Haul (FLHH) 27th, FLHH 28th and Freightliner Limited (FLIM) 26th SAs. Network Rail has provided its final representations on the FLHH 28th and FLIM 26th (dated 11 April 2025) and the FLHH 27th (dated 15 July 2025). FLHH have subsequently withdrawn their 28th SA. Network Rail is not supportive of the conflicting Rights in these applications for reasons outlined in the respective final representations.

ECML

Please refer to text earlier in this letter.

WCML

Please refer to the Network Rail letter to ORR “Network Rail representations on WCML to ORR” dated 25 April 2025 namely Section 5 ‘Congested Infrastructure’ and Section 6 ‘Performance Concerns Affecting WCML applications’ related to WCML aspirations

Performance

As these trains are not yet operating in the timetable, there is no performance data to assess. However:

- These services would be over and above what is in the proposed ECML December 2025 timetable and therefore could increase the risk to performance. However, Network Rail has articulated in the **Rights supported** section the reasons why it is supportive of some of the Rights in this application,
- Due to the cross-route nature of these rights, this would also increase the chances of transporting delay across the network.
- The Rights between Leicester – Parkeston and Parkeston – Leicester are supported with an end date at the end of the May 2026 Working Timetable for reasons given in the **Capacity** section above.

Despite this, we have articulated in the **Rights Supported** and **Capacity** sections why we are supportive of some of these Rights.

Conclusion

In this representation letter we have confirmed that we can partially support the access rights sought in this application either as Firm 1 hour, Quantum 24 hour windows or dated Quantum 24 hour windows, with amendments to days run and timing windows where relevant, as outlined in this representation and in Annexes B and C. Network Rail has also advised of tonnages it would support for these Rights.

This letter also confirms we do not support the access rights detailed in Annex D as the services are not in the proposed December 2025 timetable and are in line with ORRs guidance on the Use of capacity (Office Rail and Road, 2022, Guidance on the Use of Capacity, ORR.gov, <https://www.orr.gov.uk/sites/default/files/2022-07/guidance-on-the-use-of-capacity.pdf>, reference, 01/06/2025) where the operator has not demonstrated a clear intention and ability to use the capacity.

If ORR chooses to direct this application, we would like the opportunity to review any finalised Schedule 5 table drafting before ORR directs.

Network Rail considers that this letter provides information that could be used as a final representation for this application and could enable the ORR to make a direction.

Yours sincerely



Jules Graham

Customer Relationships Executive

Annex A – Interacting Locations matrix

Operator/Application/ Type	Status of Application	W CM L so ut h	Birming ham	B H M - D er by	Derb y- Sheff ield	Sheff ield	ECML&L eeds	Oxf ord	Glouce ster	Car dif f
Alliance Rail Cardiff - Edinburgh 17	Withdrawn		x	x	x	x	x		x	x
Avanti 3rd SA 22a	Live	x	x							
Avanti 11th SA 22A	Withdrawn	x	x							
Avanti 14th SA 22A	Withdrawn	x	x							
Avanti 17th SA 22a	Live	x	x							
Avanti 18th SA 22a	Live	x								
Caledonian Sleeper 9th SA 17	Live	x	x				x			
Colas 10th SA 22a	Live			x	x	x	x			x
CrossCountry 38th SA 22a	Live		x	x	x	x	x	x	x	x
DBC 72nd SA 22a	Live				x	x	x			
DBC 73rd SA 22a	Live					x	x			
DBC 79th SA 22a	Live			x			x	x		x
DBC 81st SA 22a	Live		x	x	x	x	x	x	x	x
DBC 86th SA 22a	Live					x	x			
DBC 87th SA 22a	Live		x	x	x	x	x		x	x
DBC 88th SA 22a	Live				x	x	x			
DBC 83rd SA 22a	Live	x								
DBC 84th SA 22a	Live							x		
DBC 85th SA 22a	Live									
DBC 91st SA 22a	Withdrawn	x								
DBC 92nd SA 22a	Live									x
DCR 2nd SA 22a	Live	x	x	x	x		x	x		
DRS 17th SA 22A	Live	x	x	x	x	x	x		x	x
EMR 19th SA 22A	Live						x			
EMR 20th SA 22A	Directed by ORR				x	x	x			
EMR 21st SA 22A	Directed by ORR				x	x	x			
FLHH 24th SA 22A	Live	x						x		
FLHH 25th SA 22A	Live	x	x	x	x	x	x	x	x	
FLHH 26th SA 22A	Live				x	x	x			
FLHH 27th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLHH 28th SA 22A	Withdrawn	x	x	x	x	x	x	x	x	x
FLIM 21st SA 22A	Directed by ORR		x	x	x	x	x	x		
FLIM 22nd SA 22A	Superseded by ORR decision on FLIM 21 st SA		x	x	x	x	x	x		
FLIM 23rd SA 22A	Live	x	x							

FLIM 24th SA 22A	Live	x	x	x	x	x	x	x		
FLIM 25th SA 22A	Live	x	x	x		x	x	x		x
FLIM 26th SA 22A	Live	x			x	x	x	x		x
GBRf 25th SA 22a	Live	x	x	x	x	x	x	x		
GBRf 34th SA 22a	Live	x	x	x	x	x	x	x	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			
GWR 201st SA 22a	Live							x	x	
GWR 202nd SA 22a	Directed by ORR								x	
Hull Trains 27th SA 22A	Rejected					x	x			
Hull Trains 28th SA 22A	Directed by ORR						x			
Hull Trains 29th SA 22A	Directed by ORR						x			
LIS 2nd SA 22a	Live						x			
LNER 34th SA 22A	Directed by ORR						x			
LNER 35th SA 22A May '28	Superseded						x			
LNER 36th SA 22A	Superseded						x			
LNER 37th SA 22A	Rights were being sought until Dec 2025 so not included in analysis						x			
LNER 38th SA 22A	Superseded						x			
Lumo 11th SA 22A	Directed by ORR						x			
Lumo 12th SA 22A	Directed by ORR						x			
Lumo London-Rochdale New Contract S17	Rejected	x								
Northern 57th SA 22	Directed by ORR (some of the access Rights in this application were withdrawn before direction and added to the Northern 60thSA)				x	x	x			
Northern 59th SA 22a	Live					x	x			
Northern 60th SA 22a	Live					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	Approved					x				
TfW 28th SA 22a	Live		x	x					x	x
TfW 31st SA 22a	Live								x	x
TfW 32nd SA 22a	Live									x
TPT 58th SA 22a	Live					x	x			
TPT 62nd SA 22a	Rights were being sought until Dec 2025 so not included in						x			

	analysis									
TPT 63rd SA 22a	Withdrawn						x			
TPT 64th SA 22a	Withdrawn					x	x			
TPT 65th SA 22a	Live						x			
Varamis 2nd SA 22a	Live	x	x				x			
Virgin New Contract 17	Rejected	x	x							
WMT 22nd SA 22A	Live		x	x						
WMT 28th SA 22A	Live		x	x						
WMT 30th SA 22A	Withdrawn		x	x						
WMT 31st SA 22A	Withdrawn		x							
WMT 32nd (29th) SA 22A	Live	x	x	x						
WSMR New Contract 17	Rejected	x	x	x						

Annex B – Rights that Network Rail can support as Firm with a 1 hour window

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
	SX	21:29	22:29	Parkeston	Sizewell TCA	00:08	01:08
*** ^^^	MX	02:12	03:12	Sizewell TCA	Parkeston	04:26	05:26
	SO	02:12	03:12	Sizewell TCA	Parkeston	04:26	05:26
	SX	22:07	23:07	Parkeston	Sizewell TCA	00:38	01:38
***	MX	02:53	03:53	Sizewell TCA	Parkeston	05:13	06:13
	SO	02:53	03:53	Sizewell TCA	Parkeston	05:13	06:13
	SX	22:45	23:45	Parkeston	Sizewell TCA	01:24	02:24
***	MX	03:35	04:35	Sizewell TCA	Parkeston	05:50	06:50
	SO	03:35	04:35	Sizewell TCA	Parkeston	05:50	06:50
\$\$\$	SX	23:21	00:21	Parkeston	Sizewell TCA	01:52	02:52
***	MX	04:03	05:03	Sizewell TCA	Parkeston	06:17	07:17
	SO	04:03	05:03	Sizewell TCA	Parkeston	06:17	07:17

***These are dependent on Legge confirming to Network Rail and ORR that they are willing to amend the Right sought to align with the Working Timetable. The detail of this can be found in the **Capacity** section in the main body of the letter.

^^^ This Right and the associated train path cannot be used on days when 3Q71 (ThO) 21.06 Colchester Reception Line – Norwich Goods Yard and 3Q72 (WO) 20.55 Norwich Goods Yard – Colchester Reception Line are required to run.

\$\$\$ This Right and the associated train path cannot be used on days when 1Q98 (ThO) 21.44 Lowesoft – Cambridge Recp 1&2 is required to run.

As no timing load was specified in this application, Network Rail is supportive of a 60H66S18 timing load for Parkeston - Sizewell Rights and a 75-66S06 timing load for Sizewell - Parkeston – Rights for the above Rights.

Annex C – Rights that Network Rail can support as Firm with a 24 hour window and as MSX

Train Reporting Number	Days per Week	Departure Window From	Departure Window To	Origin	Destination	Arrival Window From	Arrival Window To
	SX			Wembley	Parkeston		
	SX			Wembley	Parkeston		
	SX			Parkeston	Wembley		
	SX			Parkeston	Wembley		
***	SX			Leicester	Parkeston		
***	SX			Parkeston	Leicester		
***	SX			Leicester	Parkeston		

***	SX			Parkeston	Leicester		
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***These Rights to be dated to end on the last day of the May 2026 and days run should be MSX only Working Timetable with no presumption of continuity. The detail of this can be found in the **Capacity** section in the main letter.

As no timing load was specified in this application, Network Rail is supportive of a 60H66S18 timing load for Leicester/Wembley - Parkeston Rights and a 75-66S06 timing load for Parkeston – Leicester/Wembley Rights for the above Rights.

Annex D – Rights that Network Rail do not currently support

Train Report ing Numb er	Day s per We ek	Depart ure Windo w From	Departu re Window To	Origin	Destination	Arrival Window From	Arrival Windo w To
	SX			Parkeston	Wembley		
	SX			Wembley	Parkeston		
	SX			Parkeston	Wembley		
	SX			Wembley	Parkeston		
	SX			Parkeston	Leicester		
	SX			Leicester	Parkeston		
	SX			Parkeston	Leicester		
	SX			Leicester	Parkeston		