

Northern Trains Limited (NTL) 68th SA - Industry Consultation Responses

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From: @transportfocus.org.uk

Sent: 27 June 2025 13:08

To: @networkrail.co.uk

Re: Northern Trains Limited Section 22A 66th Supplemental Agreement - Industry Consultation

Hi

Thanks - no comment on this one either.

Best regards

Rail technical advisor

From: @westyorks-ca.gov.uk

Sent: 24 June 2025 17:13

To: @networkrail.co.uk

Re: Northern Trains Limited Section 22A 66th Supplemental Agreement - Industry Consultation

Good afternoon

As this application relates to a geography of limited direct relevance to West Yorkshire, I'd confirm that we have no particular comments to make on it.

Best regards

Rail Development Manager
West Yorkshire Combined Authority

From: @gwr.com

Sent: 24 June 2025 13:55

To: @networkrail.co.uk

Re: Northern Trains Limited Section 22A 66th Supplemental Agreement - Industry Consultation

Hello

thank you for sight.

We have no comment.

Network Access Manager | Great Western Railway

1 Milford Street | Swindon | SN1 1HL

First Greater Western Limited | Registered in England and Wales number 05113733

Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL

From: @crosscountrytrains.co.uk
Sent: 07 July 2025 12:40
To: @networkrail.co.uk
Re: Northern Trains Limited Section 22A 66th Supplemental Agreement - Industry Consultation

Hi

Due to no issues being raised at CrossCountry during the consultation period, we have no objections to your proposed supplemental agreement.

Kind Regards

Track Access Manager, CrossCountry

Address: 5th Floor, Multistory, 18 The Priory Queensway, Birmingham, B4 6BS



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Franchise & Access Support Manager
North West & Central Region
Network Rail

17th July 2025

Dear

Northern – 66th & 67th Supplemental Agreement

Thank you for the opportunity to comment on Northern's 66th & 67th supplemental agreements.

LNER wishes to make the following points on this proposal:

1. LNER is broadly supportive of the objectives of the proposal in improving connectivity between cities in Yorkshire and North East.
2. LNER currently has firm rights for 6.5TPH not all of which have been accommodated in the timetable. Work on the East Coast Mainline (ECML) Event Steering Group (ESG) timetable has only been able to accommodate 6TPH for LNER with 0.5TPH outstanding, representing a two-hourly service between London and Leeds. The outcome of this is that LNER retains 5 future rights each way between London and Leeds each day which LNER aspires to introduce, when possible, with additional infrastructure and associated development activity. Will these firm rights impact LNER's ability to fulfil these aspirations, especially considering the Leeds<>Doncaster/Sheffield services?
3. There has been a declaration of Congested Infrastructure between Doncaster Marshgate Junction & Leeds Copley Hill West Junction, will this cause any capacity or performance issues with the proposed firm rights?

Based on our concerns about infrastructure capability, we require further information on how these rights will impact LNER's service.

Yours sincerely,

Track & Station Partnership Manager

From: @networkrail.co.uk

Sent: 18 July 2025 10:18

To: @lner.co.uk

Re: Northern Trains Limited Section 22A 66th Supplemental Agreement - Industry Consultation

Morning

I hope you're well, thank you for your comments, I have been in touch with Northern and Network Rail Capacity Planning.

Northern have responded to the second point stating, 'I don't believe the firm rights should affect the unused LNER rights. The rights we are seeking to be firm on the Leeds<>Sheffield/Doncaster corridor have ran for several years at this point and their presence has been factored into various modelling options to enable LNER to exercise their unused rights. The rights Northern are seeking to be made firm are held in line with the current ECML policy.'

Regarding the third point Network Rail Advanced Timetable Manager [name], has stated 'providing these services are in the Dec 25 offer then the congested infrastructure does not apply or is irrelevant to them. The congested infrastructure is essentially if the quantum of services goes above what has been offered/paths that already have rights it will be difficult to find an additional path. It does not mean that paths and rights will not be sold in the 3 areas declared it just means that it is unlikely that this will happen due to the already agreed quantum of services in the timetable.'

Regarding [name]'s comments and as the rights that Northern are seeking to be firm have ran for several years, the services should not impact the declaration of Congested Infrastructure between Doncaster Marshgate Junction & Leeds Copley Hill West Junction.

Please let me know if you have any further comments or require any additional information to your comments

Thank you,

Kind Regards,

 Franchise & Access
Support Manager
North West & Central Region

From: @lner.co.uk

Sent: 18 July 2025 15:37

To: @networkrail.co.uk

Re: Northern Trains Limited Section 22A 66th Supplemental Agreement - Industry Consultation

Hi [REDACTED]

I am doing well thank you, and I trust you are doing well.

Thank you for your timely and informative response. The response is reassuring and LNER have no further comments.

Many thanks,

Track And Station Partnership Manager
LNER West Offices, Station Rise, York, YO1 6GA