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Network Rail Representations for the 68th 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 68th Supplemental Agreement (SA) submitted under Section (S) 22A of the Railways Act 1993 for the Track Access Application between NR and Northern Trains Limited (NTL) dated 03 March 2016.
- 1.2. This application is submitted in addition to the 59th and 60th SA applications in order to support the implementation of the December 2025 timetable. Our understanding is that this new application is due to aspirations evolving since the submission of the above-named applications. These earlier applications were submitted in May 2024 in response to ORR's letter of 24 April 2024 to the industry on "Competing and/or complex track access applications for December 2024, May 2025, and December 2025 timetable changes". This 68th SA was submitted to ORR as a S22A application on 20 June 2025, alongside the 66th and 67th SAs. It relates to locations that were not named in the ORR letter to the industry, and therefore NTL was not required to submit it by the May 2024 deadline.
- 1.3. This application is independent of the 59th and 60th SAs, and there is no overlap with the other NTL applications for the December 2025 timetable which were also submitted to ORR on 20 June 2025 (66th and 67th SAs).
- 1.4. NR can confirm that the "Network Rail General Representation on Complex and/or Competing Applications Interacting on Location West Coast Main Line" dated 25 April 2025, is relevant to this application. It contains important performance information in Section 6 relating to the West Coast Mainline (WCML) North of Preston, Manchester Victoria-Rochdale, Manchester Task Force, Manchester North Transformation Project, and diversionary routes on the Calder Valley for the TransPennine Route Upgrade project.

- 1.5. 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, evidence to support our position.
- 1.6. NR can confirm that based on the facts, data and evidence outlined in this representation, it is partly supportive of this application, subject to any comments, suggested amendments or specific issues highlighted in this representation.
- 1.7. Where there are a number of applications seeking capacity at the locations referred to in this letter, the basis of our support of applications either in total, or in part (as can be determined by reading the relevant representations), may have a connection to our position on all other applications at that location. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

2. Background of the Application and Network Rail Representations

- 2.1. NTL submitted the 59th and 60th SAs to ORR in line with ORR's letter of 24 April 2024 to the industry on "Competing and/or complex track access applications for December 2024, May 2025, and December 2025 timetable changes". NR provided its final representations for the 59th SA on 04 July 2025, and the 60th SA on 25 July 2025.
- 2.2. Those applications related to changes required at locations named in the ORR letter to the industry of 24 April 2024. NTL has subsequently continued its timetable development work for the December 2025 timetable, and has identified additional access rights required to support the successful implementation of the timetable that are not at locations named in that letter, but which do interact with locations in other unsupported applications from other operators.
- 2.3. As anticipated in ORR's letter of 24 April 2024, further locations with a number of interacting applications have become apparent as capacity analysis work has progressed on the applications submitted in response to the ORR letter of 24 April 2024. NTL therefore submitted this application to ORR on 20 June 2025 as a S22A application. Although this application does not interact with any of the nine locations identified in the ORR letter, ORR should be aware that rights contained within the application do interact at other locations where there are other live S22A applications.
- 2.4. NTL submitted an updated Form P to ORR on 25 July 2025. The only change made was to add the responses from the industry consultation – the application itself was not amended at that time. The version of the application NR is submitting its representations on therefore remains that which was submitted on 20 June 2025.

3. Network Rail Review of Form P and associated documents

- 3.1. NR has performed an initial assessment of the Form P and associated documents submitted with this application and would like to highlight the following:
 - The draft SA has been submitted with a marked-up version of the Schedule 5 tables. These will need to be replaced with a clean version of the Schedule 5 tables for insertion into the TAC, should ORR direct any rights in this application.
 - Whilst not necessarily relevant to this application specifically, NR notes that the AM Peak box in the line of entry for ED09.4.2 Liverpool Lime Street-Manchester Airport, which is being updated for Sunday rights as part of this application, is

blank. We suggest a 0 could be added to that box as part of this application in order to ensure consistency with the rest of the contract where a 0 is included for entries without rights.

- In the draft SA, the marked-up Table 2.1 (Passenger Train Slots) in ED08 relating to the additional Wigan Wallgate-Rochdale rights states the Description number as ED08.20. The calling pattern listed in Table 4.1 for ED08.20 in the TAC does not fully align to the path of the proposed new trains. There are other Calling Patterns in Table 4.1 that could potentially be used for these rights, but they do not align with the Train Service Code that has been used in the timetable for the services in this application (12225110). NR suggests that a new line of entry be created in Table 4.1 as part of this application to specify the exact calling pattern related to this service, which is Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden, Moorside, Swinton, Salford Central, Manchester Victoria.
- In the draft SA, the marked-up Table 2.1 (Passenger Train Slots) in ED11 relating to the additional Barrow-in-Furness-Manchester Victoria rights states the Description number as ED11.7 to Preston, and ED11.6 to Manchester Airport. In the marked-up Table 4.1 (Calling Patterns) for ED11, there is a new entry in the table relating to these rights, and the Description number is ED11.11. NR believes that the marked-up Table 2.1 in the draft SA should be amended to match the proposed Table 4.1, if ORR were to direct in line with what has been requested in this application.

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

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

5. Access Rights Sought in the Application

- 5.1. The rights sought in this application are required to deliver the December 2025 timetable. A full list can be found in Annex A, and a high-level overview can be seen in the following table.

Table 1 – Overview of Access Rights Sought in the Application

<u>The rights included in the 68th SA</u>	<u>Specific locations identified in ORR's Letter of 24 April 2024</u>
<u>ED02 Lancashire and Cumbria</u> Amendments to various rights at different locations on the line between Preston and Carlisle via Barrow-in-Furness +1 firm Sunday right Blackpool North-Wigan North Western -1 firm weekday PM Peak and Saturday right Liverpool Lime Street-Preston	This application does not interact with any of the specific locations identified in the letter of 24 April 2024. Many of the rights across the service groups in the application interact with other locations that are specified in the Performance section later in this letter.
<u>ED08 North Manchester</u> 1 weekday Off Peak and 1 Saturday right in each direction Wigan Wallgate <> Manchester Victoria and Manchester Victoria <> Rochdale are joined to create rights for a through service Wigan Wallgate <> Rochdale	

+1 firm weekday Off Peak right Blackburn-Manchester Victoria +1 firm Saturday right Blackburn-Manchester Victoria	
<u>ED09 Merseyrail City Lines</u> -1 firm Sunday right Liverpool Lime Street-Wilmslow +1 firm Sunday right Liverpool Lime Street-Manchester Airport	
<u>ED10 South Manchester</u> +1 firm Sunday right in each direction Chester <> Manchester Victoria	
<u>ED11 Lancashire and Cumbria Inter Urban</u> -1 firm weekday Off Peak right Barrow-in-Furness - Manchester Airport +1 firm weekday Off Peak right Barrow-in-Furness - Manchester Victoria -1 firm Saturday right Barrow-in-Furness - Manchester Airport +1 firm Saturday right Barrow-in-Furness - Manchester Victoria	

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

5.3. The Table in Annex A 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.

5.4. The table also identifies if the access rights origin and destination, quantum, and calling patterns sought in the application, align with what has been accommodated in the December 2025 timetable.

5.5. The columns headed “No. of rights requested” in Annex A detail the quantum of rights and calling patterns requested by NTL in the 68th SA application.

5.6. The columns headed “No. of rights required to operate the December 2025 Timetable” in Annex A detail the quantum of rights for services accommodated in the December 2025 timetable.

5.7. NR can confirm that the rights sought in this application are in line with what has been accommodated in the December 2025 Timetable.

5.8. Whilst all of the rights in this application align with what has been accommodated in the timetable, NR’s position on those that interact with the WCML North of Preston is

that we are only supportive of rights where the amendments in each direction do not result in an overall increase in traffic on the WCML. There is one requested right in this application which would lead to an overall increase in traffic on the WCML, which is shown in the table below. NR supports this access right as contingent for one year from the December 2025 Timetable Change Date, and not firm until TAC Expiry as requested 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. In this application, this applies to the following right only. The reasons for our position are further detailed in Section 6.

Service Group	Origin	Destination	Day of week	No. of rights requested	No. of rights required to operate the December 2025 Timetable	No. of rights supported by NR	Comments
ED02	Carlisle	Preston	Saturday	1	1	1	Quantum is supported as contingent for one year from the December 2025 Timetable Change Date. This is due to performance concerns on the West Coast Mainline North of Preston. Further detail is provided in Section 6 - Assurance / Assessments / Updates, in the representation letter for this 68 th SA application.

5.9. All other rights in Annex A can be considered as supported by NR as firm until the end of NTL's contract (December 2027).

6. **Assurance / Assessments / Updates**

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

6.2. **Capacity**

6.2.1. NR can confirm that the rights sought in this application were included in the Access Proposal submitted at D-40 for the December 2025 timetable and the subsequent New Working Timetable published at D-26.

6.2.2. Whilst the rights in this application do not interact with the nine locations identified in ORR's letter to the industry concerning Competing and/or complex Track access applications for December 2024, May 2025 and December 2025, dated 24 April 2024, many do interact with other locations where there are a number of other live 22A applications. The ORR may wish to wait for NR representations concerning these applications, however, the outcome of those applications does not affect NR's position on the rights within this 68th SA application.

6.2.3. Rights in this application have the potential to interact with rights applied for by Virgin Management Limited and East Coast Trains Limited (North West Services) in their Section 17 applications submitted in response to ORR's letter dated 24 July 2024. ORR issued a decision letter for these applications on 03 July 2025, which stated they had rejected the applications.

6.2.4. Rights in this 68th SA application are likely to conflict with those applied for by Liverpool and South Wales Railway (LSWR), specifically the Liverpool Lime

Street-Manchester Airport Sunday right and the Chester <> Manchester Victoria Sunday rights. LSWR aspire to run eight trains per day in each direction between Liverpool Lime Street and Rhosneigr International Airport, calling at Chester, from the Principal Change Date (PCD) December 2026 to PCD December 2033. NR provided representations on the LSWR application on 21 March 2025 and is not supportive of the application. Were ORR to direct this NTL 68th SA application prior to making a decision on the LSWR application, or make a direction on the LSWR application in line with what they have requested in their submission, NR would wish to see a footnote against the Chester <> Manchester Victoria rights in Table 2.1 dating the rights to expire at the December 2026 Timetable Change Date and with no presumption of continuity, to enable further review of capacity and performance if all applications for services were to be approved by ORR. NR does not believe this stipulation is required for the Liverpool Lime Street-Manchester Airport right, as it does not represent a change in capacity at Liverpool Lime Street.

6.3. **Performance**

- 6.3.1. The majority of the access rights in this 68th SA application in service group ED02 – Lancashire and Cumbria traverse a section of the WCML between Preston and Carnforth, and interact with Carlisle from the direction of the Cumbrian Coast line. The additional Blackpool North-Wigan North Western Sunday right enters the WCML just north of Preston at Preston Fylde Junction and travels to Wigan North Western. The Barrow-in-Furness-Manchester Airport/Manchester Victoria rights in ED11 enter the WCML at Carnforth and leave between Preston and Wigan North Western.
- 6.3.2. These services have the potential to interact with access applications which have aspirations to operate services up/down the WCML North of Wigan North Western and were submitted to ORR by 20 May 2024. ORR may wish to consider other applications which traverse this section of the WCML alongside this representation. NR has provided evidence relevant to applications operating on the WCML in two general representation letters dated 07 February 2025 and 25 April 2025, in which NR sets out its position of not supporting additional services which utilise the West Coast South Fast Lines.
- 6.3.3. As stated in the “Network Rail General Representation on Complex and/or Competing Applications Interacting on Location West Coast Main Line” dated 25 April 2025, the WCML route North of Preston towards Carlisle is predominantly two-track railway with considerable gradients and with significant speed differences between long distance passenger services and freight. Capacity on this section of track is very constrained with punctuality nearly 20% lower than the rest of NW&C (Time to 3 of 65.8% MAA P13 24/25 versus the NW&C Region T3 of 82.5% MAA P13 24/25). A two-track railway north of Preston operating a mix of traffic means flighting is imperative to performance. This involves consideration for traction speed capability, calling pattern, turnaround at destination, freight tonnage, and freight length. Please refer to Section 6 of the WCML General Representation letter for more detailed performance analysis, specifically the paragraph titled “North of Preston”.
- 6.3.4. Whilst noting the performance position on the WCML, NR is fully supportive of the majority of the rights sought in this application that interact with the WCML, as the net position is either a reduction in rights or quantum neutral and does

not introduce additional traffic to the WCML. The additional Carlisle-Preston right on a Saturday represents a quantum increase, therefore NR supports this as contingent for one year from the December 2025 timetable change date.

- 6.3.5. Further to the above, NR is also supportive of the additional Blackpool North-Wigan North Western right on a Sunday. This is not a long-distance WCML service, but a service travelling southeast that traverses the WCML for a short distance between Preston and Wigan North Western only. Sundays also see fewer trains on the line, which allows for more resilience in the train service.
- 6.3.6. This application also seeks new access rights on the line of route between Manchester Victoria and Rochdale in ED08 – North Manchester on weekdays and Saturdays. NR's analysis on this location can be found in the WCML General Representation letter in the section "Manchester Victoria – Rochdale Performance Review". NR is supportive of the corresponding rights in this application, as they are the result of joining two sets of existing rights to create a through service, and therefore do not result in an increase in quantum at either station. In Paragraph 2.5 (c) of the TAC, NTL already has a contingent right to combine Passenger Train Slots to provide a through service, and the request in this application represents NTL updating their TAC to better reflect the train service they intend to provide.
- 6.3.7. As mentioned in Section 3, NR would like to note however that the calling pattern listed in Table 2.1 in the application for these new rights does not appear to be correct, and suggests a new line of entry be created in Table 4.1 to reflect the full calling pattern of this service.
- 6.3.8. ORR may wish to refer to the "Transpennine Route Upgrade" (TRU) section in the WCML General Representation letter, as some of the services in this application interact at points with the Calder Valley line, which is the agreed diversionary route for Diggle whilst TRU work is taking place. This is relevant to the additional ED02 Blackpool North-Wigan North Western Sunday right, and the additional ED11 Barrow-in-Furness-Manchester Victoria weekday and Saturday rights in this application, which interact with parts of the Calder Valley Line.
- NR is supportive of the Blackpool North-Wigan North Western right, as it is a limited quantum increase of just one extra service on a Sunday.
 - NR is supportive of the Barrow-in-Furness-Manchester Victoria rights, as they replace existing Barrow-in-Furness-Manchester Airport rights, and do not represent a change in quantum on the Calder Valley line.
- 6.3.9. This application seeks a small number of new or amended access rights in the Manchester area. ORR may wish to refer to the "Manchester Task Force (MTF)" and "Manchester North West Transformation Programme (MNTP)" sections of the WCML General Representation Letter. Some of these have been addressed in the previous paragraphs. On the whole the quantum changes in this application are minimal and are deliverable as part of a wider extensive service provided by NTL. NR does not believe they represent a performance risk.

6.4. **Power Supply Modelling**

- 6.4.1. The majority of this application relates to diesel rolling stock, so power supply

is not a consideration.

6.4.2. Power supply is a factor for a small number of Sunday rights between Blackpool and Wigan, and Liverpool and Manchester. Based on existing weekday analysis, NR believes power draw to be within operational limits in the hours where there is additional quantum.

7. Any other risks or cross-route concerns

7.1. There are no other risks or cross-route concerns to highlight for this application as it is solely on North West Route of North West & Central Region.

8. Conclusion

8.1. In this representation letter we have confirmed that we support in part the access rights sought in this application.

8.2. Specifically, we have shown that all of the access rights have been accommodated in the December 2025 timetable published at D-26, and that all amendments which do not lead to the introduction of additional traffic on the WCML North of Preston are supported by NR as firm until the end of NTL's contract. NR has explained that there is one right which leads to additional traffic on the WCML North of Preston, and therefore it is supported as contingent for one year (from the December Timetable Change Date 2025 to the December Timetable Change Date 2026). This is as follows:

- 1 Saturday right from Carlisle to Preston

8.3. We have demonstrated that the "Network Rail General Representation on Complex and/or Competing Applications Interacting on Location West Coast Main Line" dated 25 April 2025 is relevant to this application.

8.4. If you have any questions or require clarification of any of the material provided in this letter, please do not hesitate to contact us.

Yours sincerely,



Lysette Rowley
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NW&C Region, Network Rail

Annex A – Table of Access Rights Requested in Application

Also attached as PDF

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 Right Contingent Dated	How long are the rights being sought for? i.e. One TT Period, until expiry date of TAC	No. of rights requested:				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	No. of rights required to operate the December 2025 Timetable				Comment
								Weekday		Sat	Sun			Weekday		Sat	Sun	
								Peak	Off Peak	All	All			Peak	Off Peak	All	All	
Northern	68th	ED02	ED02.1	Barrow-in-Furness	Maryport	Amended Current Rights Held in Contract	Until expiry date of TAC			-1		Aslam, Kirkby-in-Furness, Foelfield, Green Road, Milom, Silecroft, Bole, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Netherthorn, St. Bees, Cockle, Whitehaven, Parton, Harrington, Workington, Flimby	n/a			-1		Matches application
Northern	68th	ED02	ED02.1	Lancaster	Maryport	New Right(s)	Until expiry date of TAC			1		Camforth, Silverdale, Amside, Grange-over-Sands, Kents Bank, Carl, Uverston, Dalton, Roose, Barrow-in-Furness, Aslam, Kirkby-in-Furness, Foelfield, Green Road, Milom, Silecroft, Bole, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Netherthorn, St. Bees, Cockle, Whitehaven, Parton, Harrington, Workington, Flimby	n/a			1		Matches application
Northern	68th	ED02	ED02.1	Maryport	Barrow-in-Furness	New Right(s)	Until expiry date of TAC				1	Flimby, Workington, Harrington, Parton, Whitehaven, Cockle, St. Bees, Netherthorn, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bole, Silecroft, Milom, Green Road, Foelfield, Kirkby-in-Furness, Aslam	n/a			1		Matches application
Northern	68th	ED02	ED02.1	Carlisle	Barrow-in-Furness	Amended Current Rights Held in Contract	Until expiry date of TAC			-1		Delston, Wigton, Aspatha, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Cockle, St. Bees, Netherthorn, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bole, Silecroft, Milom, Green Road, Foelfield, Kirkby-in-Furness, Aslam	n/a			-1		Matches application
Northern	68th	ED02	ED02.1	Whitehaven	Carlisle	Amended Current Rights Held in Contract	Until expiry date of TAC			-1		Delston, Wigton, Aspatha, Maryport, Flimby, Workington, Harrington, Parton	n/a			-1		Matches application
Northern	68th	ED02	ED02.1	Carlisle	Lancaster	New Right(s)	Until expiry date of TAC				1	Delston, Wigton, Aspatha, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Cockle, St. Bees, Netherthorn, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bole, Silecroft, Milom, Green Road, Foelfield, Kirkby-in-Furness, Aslam, Barrow-in-Furness, Roose, Dalton, Uverston, Carl, Kents Bank, Grange-over-Sands, Amside, Silverdale, Camforth	n/a			1		Matches application
Northern	68th	ED02	ED02.1	Carlisle	Preston	New Right(s)	Until expiry date of TAC			1		Delston, Wigton, Aspatha, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Cockle, St. Bees, Netherthorn, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bole, Silecroft, Milom, Green Road, Foelfield, Kirkby-in-Furness, Aslam, Barrow-in-Furness, Roose, Dalton, Uverston, Carl, Kents Bank, Grange-over-Sands, Amside, Silverdale, Camforth, Lancaster	n/a			1		Matches application. Quantum is supported as contingent for one year from the December 2025 Timetable Change Date. This is due to performance concerns on the West Coast Mainline North of Preston. Further detail is provided in Section 6 - Assurance / Assessments / Updates, in the representation letter for this 68th GA application.
Northern	68th	ED02	ED02.1	Carlisle	Preston	Amended Current Rights Held in Contract	Until expiry date of TAC				-1	Delston, Wigton, Aspatha, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Cockle, St. Bees, Netherthorn, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bole, Silecroft, Milom, Green Road, Foelfield, Kirkby-in-Furness, Aslam, Barrow-in-Furness, Roose, Dalton, Uverston, Carl, Kents Bank, Grange-over-Sands, Amside, Silverdale, Camforth, Lancaster	n/a			-1		Matches application
Northern	68th	ED02	ED02.1	Preston	Carlisle	Amended Current Rights Held in Contract	Until expiry date of TAC	-1 (PM Peak)		-1		Lancaster, Camforth, Silverdale, Amside, Grange-over-Sands, Kents Bank, Carl, Uverston, Dalton, Roose, Barrow-in-Furness, Aslam, Kirkby-in-Furness, Foelfield, Green Road, Milom, Silecroft, Bole, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Netherthorn, St. Bees, Cockle, Whitehaven, Parton, Harrington, Workington, Flimby, Maryport, Aspatha, Wigton, Delston	n/a	-1 (PM Peak)		-1		Matches application

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Northern	68h	ED02	ED02.1	Lancaster	Barrow-in-Furness	Amended Current Rights Held in Contract	Until expiry date of TAC				-1			Carlforth, Silverdale, Anside, Grange-over-Sands, Kents Bank, Carl, Ulverston, Dalton, Roose	n/a			-1			Matches application
Northern	68h	ED02	ED02.1	Lancaster	Carlisle	New Right(s)	Until expiry date of TAC	1 (PM Peak)			1			Carlforth, Silverdale, Anside, Grange-over-Sands, Kents Bank, Carl, Ulverston, Dalton, Roose, Barrow-in-Furness, Askam, Kirby-in-Furness, Foxfield, Green Road, Milom, Silecroft, Bootle, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Netherthorn, St. Bees, Cockricke, Whitehaven, Parton, Harrington, Workington, Flimby, Maryport, Aspatria, Wigton, Dalton	n/a	1 (PM Peak)		1			Matches application
Northern	68h	ED02	ED02.4	Lancaster	Morecambe	Amended Current Rights Held in Contract	Until expiry date of TAC				-1	-5		Bare Lane	n/a			-1		-5	Matches application
Northern	68h	ED02	ED02.4	Morecambe	Lancaster	Amended Current Rights Held in Contract	Until expiry date of TAC				-2	-5		Bare Lane	n/a			-2		-5	Matches application
Northern	68h	ED02	ED02.8	Blackpool North	Wigan North Western	New Right(s)	Until expiry date of TAC						1	Poulton-le-Fylde, Kirkham & Wesham, Preston, Leyland, Euxton Balshaw Lane	n/a					1	Matches application
Northern	68h	ED02	ED02.8	Liverpool Lime Street	Preston	Amended Current Rights Held in Contract	Until expiry date of TAC	-1 (PM Peak)			-1			Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Prescott, Eccleston Park, Thatto Hea h, St. Helens Central, Garwood, Bryn, Wigan North Western, Euxton Balshaw Lane, Leyland	n/a	-1 (PM Peak)		-1			Matches application
Northern	68h	ED08	ED08.8	Wigan Wallgate	Manchester Victoria	Amended Current Rights Held in Contract	Until expiry date of TAC		-1	-1				Ince, Hindley, Daisy Hill, Hag Fold, A herton, Walkden, Moorside, Swinton, Salford Crescent, Salford Central	n/a		-1	-1			Matches application
Northern	68h	ED08	ED08.20	Manchester Victoria	Rochdale	Amended Current Rights Held in Contract	Until expiry date of TAC		-1	-1				Moston, Mills Hills, Castleton	n/a		-1	-1			Matches application
Northern	68h	ED08	ED08.20	Wigan Wallgate	Rochdale	New Right(s)	Until expiry date of TAC				1	1		Manchester Victoria, Moston, Mills Hills, Castleton	n/a		1	1			Quantum matches application. The calling pattern does not align with the specified Description in the application (ED08.20), and the Train Service Code these services were bid against (12225110) does not fully align with an existing Calling Pattern Description in Table 4.1. NR suggests a new Calling Pattern Description should be created in Table 4.1 for this service: Between Wigan Wallgate and Rochdale, with a Regular Calling Pattern of Ince, Hindley, Daisy Hill, Hag Fold, A herton, Wadken, Moorside, Swinton, Salford Central, Manchester Victoria.
Northern	68h	ED08	ED08.15	Blackburn	Manchester Victoria	New Right(s)	Until expiry date of TAC			1	1			Darwen, Entwistle, Bromley Cross, Hall i Th' Wood, Bolton, Salford Crescent, Salford Central	Moses Gate, Farmcorth, Kearsley, Clifton			1	1		Matches application
Northern	68h	ED09	ED09.4.2	Liverpool Lime Street	Wilmslow	Amended Current Rights Held in Contract	Until expiry date of TAC						-1	Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Deansgate, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Sneyd	n/a				-1		Matches application
Northern	68h	ED09	ED09.4.2	Liverpool Lime Street	Manchester Airport	New Right(s)	Until expiry date of TAC						1	Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Deansgate, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green	n/a					1	Matches application
Northern	68h	ED10	ED10.15	Chester	Manchester Victoria	New Right(s)	Until expiry date of TAC						1	Helaby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton le Willows, Patricroft, Eccles,	n/a					1	Matches application
Northern	68h	ED10	ED10.15	Manchester Victoria	Chester	New Right(s)	Until expiry date of TAC						1	Helaby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton le Willows, Patricroft, Eccles,	n/a					1	Matches application
Northern	68h	ED11	ED11.7 and ED11.6	Barrow-in-Furness	Manchester Airport	Amended Current Rights Held in Contract	Until expiry date of TAC		-1	-1				ED11.7: Roose, Dalton, Ulverston, Carl, Kents Bank, Grange-over-Sands, Anside, Silverdale, Carlforth, Lancaster ED11.6: Preston, Buckshaw Parkway, Chorley, Horwich Parkway, Bolton, Salford Crescent, Deansgate, Manchester Oxford Road, Manchester Piccadilly, Heald Green	Leyland, Adlington, Blackrod, Lostock		-1	-1			Matches application
Northern	68h	ED11	ED11.7 and ED11.6	Barrow-in-Furness	Manchester Victoria	New Right(s)	Until expiry date of TAC			1	1			ED11.7: Roose, Dalton, Ulverston, Carl, Kents Bank, Grange-over-Sands, Anside, Silverdale, Carlforth, Lancaster ED11.6: Preston, Buckshaw Parkway, Chorley, Horwich Parkway, Bolton, Salford Crescent, Deansgate, Manchester Oxford Road, Manchester Piccadilly, Heald Green	ED11.6: Leyland, Adlington, Blackrod, Lostock			1	1		Quantum matches application. Calling Pattern Description in Table 2.1 should be amended to match the new entry proposed in Table 4.1 (ED11.11) which lists the following stops: Roose, Dalton, Ulverston, Carl & Carmel, Kents Bank, Grange over Sands, Anside, Silverdale, Carlforth, Lancaster, Preston, Chorley, Bolton

Annex A -Table of Access Rights Requested in Application (NTL 68th SA)

								No. of rights requested:						No. of rights required to operate the December 2025 Timetable					
Operator	SA NO.	Service Group	Service Code	From:	To:	What is the current contractual status of the access rights being sought? Le. Firm dated, New Rights, Amended Rights, Contingent Dated	How long are the rights being sought for? Le. 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	Weekday		Sat	Sun	Comment	
								Peak	Off Peak	All	All			Peak	Off Peak	All	All		
																Peak	Off Peak		All
Northern	68th	ED02	ED02.1	Barrow-in-Furness	Maryport	Amended Current Rights Held in Contract	Until expiry date of TAC			-1		Askam, Kirkby-in-Furness, Foxfield, Green Road, Millom, Silecroft, Bootle, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Nethertown, St. Bees, Corkickle, Whitehaven, Parton, Harrington, Workington, Flimby	n/a			-1		Matches application	
Northern	68th	ED02	ED02.1	Lancaster	Maryport	New Right(s)	Until expiry date of TAC			1		Carnforth, Silverdale, Arnside, Grange-over-Sands, Kents Bank, Cark, Ulverston, Dalton, Roose, Barrow-in-Furness, Askam, Kirkby-in-Furness, Foxfield, Green Road, Millom, Silecroft, Bootle, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Nethertown, St. Bees, Corkickle, Whitehaven, Parton, Harrington, Workington, Flimby	n/a			1		Matches application	
Northern	68th	ED02	ED02.1	Maryport	Barrow-in-Furness	New Right(s)	Until expiry date of TAC				1	Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St. Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam,	n/a			1		Matches application	
Northern	68th	ED02	ED02.1	Carlisle	Barrow-in-Furness	Amended Current Rights Held in Contract	Until expiry date of TAC			-1		Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St. Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam	n/a			-1		Matches application	
Northern	68th	ED02	ED02.1	Whitehaven	Carlisle	Amended Current Rights Held in Contract	Until expiry date of TAC			-1		Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton	n/a			-1		Matches application	
Northern	68th	ED02	ED02.1	Carlisle	Lancaster	New Right(s)	Until expiry date of TAC				1	Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St. Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam, Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnside, Silverdale, Carnforth	n/a				1	Matches application	
Northern	68th	ED02	ED02.1	Carlisle	Preston	New Right(s)	Until expiry date of TAC			1		Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St. Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam, Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnside, Silverdale, Carnforth, Lancaster	n/a			1		Matches application. Quantum is supported as contingent for one year from the December 2025 Timetable Change Date. This is due to performance concerns on the West Coast Mainline North of Preston. Further detail is provided in Section 6 - Assurance / Assessments / Updates, in the representation letter for this 68th SA application.	
Northern	68th	ED02	ED02.1	Carlisle	Preston	Amended Current Rights Held in Contract	Until expiry date of TAC				-1	Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St. Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass for Eskdale, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam, Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnside, Silverdale, Carnforth, Lancaster	n/a				-1	Matches application	
Northern	68th	ED02	ED02.1	Preston	Carlisle	Amended Current Rights Held in Contract	Until expiry date of TAC	-1 (PM Peak)		-1		Lancaster, Carnforth, Silverdale, Arnside, Grange-over-Sands, Kents Bank, Cark, Ulverston, Dalton, Roose, Barrow-in-Furness, Askam, Kirkby-in-Furness, Foxfield, Green Road, Millom, Silecroft, Bootle, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Nethertown, St. Bees, Corkickle, Whitehaven, Parton, Harrington, Workington, Flimby, Maryport, Aspatria, Wigton, Dalston	n/a	-1 (PM Peak)		-1		Matches application	
Northern	68th	ED02	ED02.1	Lancaster	Barrow-in-Furness	Amended Current Rights Held in Contract	Until expiry date of TAC			-1		Carnforth, Silverdale, Arnside, Grange-over-Sands, Kents Bank, Cark, Ulverston, Dalton, Roose	n/a			-1		Matches application	

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								Peak	Off Peak	All	All			Peak	Off Peak	All	All	
Northern	68th	ED02	ED02.1	Lancaster	Carlisle	New Right(s)	Until expiry date of TAC	1 (PM Peak)		1		Carnforth, Silverdale, Arnside, Grange-over-Sands, Kents Bank, Cark, Ulverston, Dalton, Roose, Barrow-in-Furness, Askam, Kirkby-in-Furness, Foxfield, Green Road, Millom, Silcroft, Bootle, Ravenglass for Eskdale, Drigg, Seascale, Sellafield, Braystones, Netherthorn, St. Bees, Carkickie, Whitehaven, Parton, Harrington, Workington, Flimby, Maryport, Aspatria, Wigan, Dalton	n/a	1 (PM Peak)		1		Matches application
Northern	68th	ED02	ED02.4	Lancaster	Morecambe	Amended Current Rights Held in Contract	Until expiry date of TAC			-1	-5	Bare Lane	n/a			-1	-5	Matches application
Northern	68th	ED02	ED02.4	Morecambe	Lancaster	Amended Current Rights Held in Contract	Until expiry date of TAC			-2	-5	Bare Lane	n/a			-2	-5	Matches application
Northern	68th	ED02	ED02.8	Blackpool North	Wigan North Western	New Right(s)	Until expiry date of TAC				1	Poulton-le-Fylde, Kirkham & Wesham, Preston, Leyland, Euxton Balshaw Lane	n/a				1	Matches application
Northern	68th	ED02	ED02.8	Liverpool Lime Street	Preston	Amended Current Rights Held in Contract	Until expiry date of TAC	-1 (PM Peak)		-1		Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Prescott, Eccleston Park, Thatto Heath, St. Helens Central, Garswood, Bryn, Wigan North Western, Euxton Balshaw Lane, Leyland	n/a	-1 (PM Peak)		-1		Matches application
Northern	68th	ED08	ED08.8	Wigan Wallgate	Manchester Victoria	Amended Current Rights Held in Contract	Until expiry date of TAC		-1	-1		Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden, Moorside, Swinton, Salford Crescent, Salford Central	n/a		-1	-1		Matches application
Northern	68th	ED08	ED08.20	Manchester Victoria	Rochdale	Amended Current Rights Held in Contract	Until expiry date of TAC		-1	-1		Moston, Mills Hills, Castleton	n/a		-1	-1		Matches application
Northern	68th	ED08	ED08.20	Wigan Wallgate	Rochdale	New Right(s)	Until expiry date of TAC		1	1		Manchester Victoria, Moston, Mills Hills, Castleton	n/a	1		1		Quantum matches application. The calling pattern does not align with the specified Description in the application (ED08.20), and the Train Service Code these services were bid against (12225110) does not fully align with an existing Calling Pattern Description in Table 4.1. NR suggests a new Calling Pattern Description should be created in Table 4.1 for this service: Between Wigan Wallgate and Rochdale, with a Regular Calling Pattern of Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden, Moorside, Swinton, Salford Central, Manchester Victoria.
Northern	68th	ED08	ED08.15	Blackburn	Manchester Victoria	New Right(s)	Until expiry date of TAC		1	1		Darwen, Entwistle, Bromley Cross, Hall i' Th' Wood, Bolton, Salford Crescent, Salford Central	Moses Gate, Farnworth, Keasley, Clifton		1	1		Matches application
Northern	68th	ED09	ED09.4.2	Liverpool Lime Street	Wilmslow	Amended Current Rights Held in Contract	Until expiry date of TAC				-1	Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Deansgate, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Sneyd	n/a				-1	Matches application
Northern	68th	ED09	ED09.4.2	Liverpool Lime Street	Manchester Airport	New Right(s)	Until expiry date of TAC				1	Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Deansgate, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green	n/a				1	Matches application
Northern	68th	ED10	ED10.15	Chester	Manchester Victoria	New Right(s)	Until expiry date of TAC				1	Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton le Willows, Patricroft, Eccles,	n/a				1	Matches application
Northern	68th	ED10	ED10.15	Manchester Victoria	Chester	New Right(s)	Until expiry date of TAC				1	Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton le Willows, Patricroft, Eccles,	n/a				1	Matches application
Northern	68th	ED11	ED11.7 and ED11.6	Barrow-in-Furness	Manchester Airport	Amended Current Rights Held in Contract	Until expiry date of TAC		-1	-1		ED11.7: Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnside, Silverdale, Carnforth, Lancaster ED11.6: Preston, Buckshaw Parkway, Chorley, Horwich Parkway, Bolton, Salford Crescent, Deansgate, Manchester Oxford Road, Manchester Piccadilly, Heald Green	Leyland, Adlington, Blackrod, Lostock		-1	-1		Matches application

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								Peak	Off Peak	All	All			Peak	Off Peak	All	All	
Northern	68th	ED11	ED11.7 and ED11.6	Barrow-in-Furness	Manchester Victoria	New Right(s)	Until expiry date of TAC		1	1		ED11.7: Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnside, Silverdale, Carnforth, Lancaster ED11.6: Preston, Buckshaw Parkway, Chorley, Horwich Parkway, Bolton, Salford Crescent, Deansgate, Manchester Oxford Road, Manchester Piccadilly, Heald Green	ED11.6: Leyland, Adlington, Blackrod, Lostock		1	1		Quantum matches application. Calling Pattern Description in Table 2.1 should be amended to match the new entry proposed in Table 4.1 (ED11.1.11) which lists the following stops: Roose, Dalton, Ulverston, Cark & Cartmel, Kents Bank, Grange over Sands, Arnside, Silverdale, Carnforth, Lancaster, Preston, Chorley, Bolton