

Erin Flanagan
Franchise and 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

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Network Rail Representations for the 58th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and TransPennine Trains Limited dated 3 March 2016.

Purpose

This letter provides final representations from Network Rail Infrastructure Limited (NR) for the 58th Supplemental agreement (SA) submitted under Section 22A of the Railways Act 1993 for the Track Access Application (TAC) between NR and TransPennine Trains Limited (TPT) dated 20 May 2024.

This representation builds upon the representations submitted by NR for this application on the 28 June 2024, the East Coast Mainline (ECML) General Representation on Complex and/or Competing Applications interacting on ECML Kings Cross - Edinburgh and Leeds (14 March 2025) and the West Coast Mainline (WCML) General Representation (25 April 2025).

The ECML General Representation provided important information to support Office Rail and Road (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 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 some of 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.

NR can confirm that based on the facts, data and evidence outlined in this representation and the ECML General Representation, it is supportive of part of this application, subject to any comments, suggested amendments or specific issues highlighted in this representation.

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 NR 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 (TT) changes', TPT submitted this application to ORR on 20 May 2024 as a S22A application in line with ORR's deadline.

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 TPT responded to the NR initial representations. Further to this NR issued a General Representation on the ECML to ORR dated 14 March 2025 and the WCML General Representation dated 25 April 25.

In its initial representation on 28 June 2024, NR highlighted several items in the "NR Review of Form P and associated documents" section of the letter.

The points we would like to highlight are as follows:

- The letter stated, 'Although not part of this SA, there is mention of the 61st SA which is being progressed and includes a hand back of the rights between Leeds and Huddersfield; Northern are applying to take these rights on and operate the services.' The 61st SA was intended to cover a recalibration of Schedule 8 Annex 1 to reflect the removal of the Leeds <> Huddersfield rights, which Northern Trains Limited (NTL) applied to take on in TPT's place through their 59th SA. This update to TPT's Schedule 8 was subsequently progressed as the 69th SA. TPT wrote to NR on 20 September 2024 to temporarily surrender the corresponding rights via Part J, and again on 17 January 2025 to permanently surrender them. Following review of the processes followed to give effect to the permanent surrender, TPT is now confirming the surrender of these rights through the 78th SA.
- The letter stated, 'The Form P does not list the specific proposed changes to Edinburgh rights in Table 2.2 and does not appear to make reference to a proposed extension of some contingent rights from SCD 2024 to SCD 2025.' The Edinburgh rights fall into Service Group EA01 of Table 2.2 and are therefore covered within the 65th SA. NR has provided its final representations on the TPT 65th SA, dated 4 September 2025.
- In their response to the NR representation letter in respect of TPT's proposed SA, TPT highlighted the section within the NR letter that stated: "A key consideration included in the plan with Annex A is regarding power supply on North West & Central (NW&C). As previously informed, NW&C has several areas of concern regarding power supply. For any application utilising electric traction, it is our intention to model the outputs of the capacity assessment to understand the power supply risk both during normal working hour and in N-1 conditions." In response TPT said, "NR provided no explanation of the relevance of the power supply limitations for the access rights which support existing services". NR has carried out traction power modelling and NW&C region adheres to the requirements stipulated in NR/L1/ELP/27000 'Policy Requirement for Electrical Power Assets.' This is further explored in the Power Supply

Modelling section of this letter.

- TPT raised concerns in their representation on how open access capacity is being provided. NR would like to state that all representation letters are published on ORR's website which include commentary on capacity in relation to Open Access Applications submitted to ORR.

In their representation response letter dated 24 July 2024, TPT state that 'no reference is made in NR's response of the central role continuing and improving TPT services have for its investment programmes, notably TransPennine Route Upgrade (TRU), or the diversionary strategies which must be in place to support engineering works.' NR would like to acknowledge that the rights they accommodate between Huddersfield and Leeds within this application and the 65th application, are to support the delivery of TRU engineering works, specifically the extended closure of platforms at Huddersfield. The points we would like to highlight from our recent review of the application are as follows:

- The Form P states, "This TT has also been significantly developed against the ECML ESG and will allow for a rollover of the rights included with the application if the Event Steering Group (ESG) TT is introduced within a future TT." NR can confirm that of the services which utilise the ECML, most of these services were included in the proposed ECML December 2025 TT. This letter and specifically the Capacity section provides further information in response to this statement.
- NR would like to acknowledge that TPT notified NR and ORR on 27 March 2025 that the application had changed from the original application submitted to ORR by 20 May 2024 (see Annex C). This change related to a date change which saw the 58th SA go from originally being submitted for December 2024, to now being amended to December 2025. This was the only amendment related to the 58th SA requested in the email from TPT to ORR, Annex C includes this request from NR and ORR's response. As part of this amendment TPT did not resubmit a draft SA and therefore once ORR have directed the final SA should reflect the effective date changes stated here.
- NR will be providing as Annex D to this application, the marked-up tables TPT submitted as part of this 58th Application. We believe them to be the same as on ORR website but for the avoidance of doubt they shall be provided as an Annex to this application. Once ORR have directed the final SA should align with the marked-up tables provided as Annex D.
- All Service Group headers for the marked-up Schedule 5 table in the draft SA state, 'Service Group: North Transpennine – From 01:59 15th December 2024.' NR does not believe any such heading is required, as the start date for the right is contractually specified in the SA.
- NR would like to highlight to ORR that TPT in their application did not make amendments to Table 4.1 - Calling Patterns of the Track Access Contract. NR expects TPT in their representation in response to this letter, to clearly highlight where a calling pattern change is required for any of the access rights NR has supported in this

representation letter.

- NR is aware that there is an overlap and/or duplication between some rights in this 58th SA and TPT's 65th SA, which was submitted as a S22A to ORR alongside this 58th SA. NR therefore wishes to highlight that consideration will need to be given to the drafting of each SA and the order in which they are progressed to avoid unintended outcomes and duplications of additions/removals e.g. undoing any amendments already approved or alternatively including amendments still subject to a decision in the other/another application. In the 65th SA the access rights between Leeds – Huddersfield Weekday and Saturday services were found to be extensions of the service group between Manchester Piccadilly and Huddersfield, in line with TRU engineering works. Changes to firm rights between Manchester and Huddersfield are included in this SA. In the 65th SA NR advised ORR to wait for this 58th Representation before making a decision and NR would expect to see footnotes in both Table 2.1 and 2.2 of Schedule 5 which combine the Leeds <> Huddersfield and Huddersfield <> Manchester as through services for the quantum stated by NR as being supported. NR would suggest to mitigate the risk of overlaps such as the one noted above, either the 58th or 65th SA is changed (depending on which order they are directed) to reflect the directions of the supplemental directed first. A time difference in the effective date would not mitigate this risk.
- TPT have progressed a new application for rights commencing October 2025, the 78th SA, which aligns with the commencement of TRU works at Huddersfield station. The application is for contingent Leeds <> Huddersfield rights from October 2025 until 14 December 2025, with no presumption of continuity. The 65th SA application will then seek to extend the rights for the duration of the December 2025 TT.

West Coast Main Line General Representation Letter

NR provided a General Representation letters to ORR regarding WCML South Fast Lines dated 25 April 2025 which is relevant to this application. We would like to highlight key points which are more pertinent to this application, namely: Performance Concerns Affecting WCML Applications (25 April 2025 Letter), specifically the section in the letter related to North of Preston, Manchester Victoria to Rochdale and the TransPennine Route Upgrade. These sections of the letter are pertinent because TPT operate in these areas/locations and the key points are highlighted later in this letter.

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

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.

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 TT Performance Analysis” and the key points

are highlighted later in this letter.

Unused London North Eastern Railway (LNER) Firm Directed Rights

The ECML ESG TT 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.

The ECML TT 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 21 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 TT change.

On 11 July 2025 ORR published its determination of LNER's 34th and 35th SAs submitted under Section 22A of the 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 in paragraph 5.2 above, from the completion of the infrastructure work necessary to enable these services. These rights replaced the rights mentioned in point 4.2 above.

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 TT or future TTs, alongside the other industry endorsed aspirations without additional infrastructure and associated development activity, which is currently unfunded and uncommitted.

Congested Infrastructure

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

Of those, the line of route that this application is proposing access rights for, is

- Between Northallerton Longlands Jn and Newcastle King Edward Bridge South via ECML.

ECML Proposed December 2025 TT

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 TT 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 TT Assurance Project Management Office (PMO) to funders that the ECML ESG TT should be deferred from the

December 2024 TT 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 TT, 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 TT for ECML in December 2025. This was on the basis that the TT 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 worked collaboratively up to 31 January 2025 to further de-risk the transition of the ECML ESG TT from development to TT production.

Advanced work completed by NR Capacity Planning, to inform the December 2025 TT risk, involved aligning cross boundary paths in the ECML ESG developed TT with the latest developments in the wider National Working TT (WTT) and associated Rolling Spot Bids (RSB). This process has highlighted that, despite previous TT development work, the national freight and passenger TT has evolved, and this work has been necessary to reduce the risk that capacity decisions may need to be made during the TT 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 TT, we are referring to the TT work above namely, either full or in part, the:

- TT which was developed by the ECML ESG and later deferred in April 2024;
- TT where solutions were developed to the problems of the ECML TT as part of the Task Force;
- Advanced TT Work (undertaken between April and October 2024) to de-risk the transition of the ECML ESG TT from development to TT production; and
- Advanced work to inform TT risk including aligning cross boundary paths in the ECML ESG developed TT with the latest developments in the wider National Working TT and associated Rolling Spot Bids.

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

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

Some of the rights in this Application, meaning the contingent rights, were supported under a Section 22 application using the Interim Approach and were applied for both the December 2024 TT and May 2025 TT via the 67th and 75th SAs.

Access Rights Sought in the Application

The rights sought by TPT in this application in terms of quantum changes i.e. increase and/or decrease can be seen in the table below. Please note the last 6 columns show the change in quantum sought.

From	To	Via	TSC	Timing Load	Table 2.1			Table 2.2		
					Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Manchester Piccadilly	Leeds	-	21733000	185		-1				
Manchester Piccadilly	Huddersfield	-	21733000	185	-10	-10	-9			
Huddersfield	Leeds	-	21733000	185	-8	-8	-7			
Leeds	Hull	-	21733000	185	-1	+1	+1			
Liverpool Lime Street	Hull	-	21733000	185	+2	+1	+5			
Manchester Victoria	Hull	-	21733000	185	+1	+1	+2			
Manchester Airport	Saltburn	Manchester Victoria / Yarm	21734000	185	+2	+2	+4			
York	Saltburn	Yarm	21734000	185			+2			
Liverpool Lime Street	Newcastle	Manchester Victoria	21731000	185	+3	+3	+3			
Liverpool Lime Street	Newcastle	Manchester Piccadilly	21732000-21731000	185	-1		-1			
Liverpool Lime Street	Scarborough	Manchester Victoria	21732000-21734000	185	-5	-5	-5			
Manchester Victoria	Scarborough	-	21732000-21734000	185	+16	+16	+14			
Manchester Airport	Scarborough	Manchester Victoria	21734000-21732000	185		+1	-1			
York	Scarborough	-	21732000	185	+1	+1	+1		+6	+6
Liverpool Lime Street	York	Manchester Piccadilly	21732000	185	-3	-3	-1			
Manchester Airport	York	Manchester Victoria	21734000	185	+1	-1	+4			
Manchester Piccadilly	York	-	21734000	185	-2	-2	-1			
Huddersfield	Manchester Piccadilly	-	21733000	185	-1	-7	-7			
Hull	Liverpool Lime Street	-	21730000	185	+1	+2	+4			
Hull	Liverpool	-	21730000	185	-1	-1				
Leeds	Manchester Piccadilly	-	21733000	185			-1			
Leeds	Manchester Airport	-	21733000	185			-1			
Saltburn	York	Yarm	21734000	185	-1		-2			
Saltburn	Manchester Airport	Manchester Victoria / Yarm	21734000	185	+2	+2	+6			
Newcastle	Liverpool Lime Street	Manchester Victoria	21731000	185	+4	+4	+2			
Scarborough	Liverpool Lime Street	Manchester Victoria	21732000	185	-4	-5	-5			
Scarborough	Manchester Victoria	-	21732000	185	+6	+7	+7			
Scarborough	Manchester Airport	Manchester Victoria	21732000-21734000	185	-2	-2	-2			
Scarborough	York	-	21732000	185		-1			+6	+6
York	Liverpool Lime Street	Manchester Piccadilly	21732000	185			-2			

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From	To	Via	TSC	Timing Load	Table 2.1			Table 2.2		
					Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
York	Manchester Piccadilly	-	21732000	185	-3	-2				
Manchester Piccadilly	Manchester Airport	-	21732000	185	+1					
Leeds	Manchester Piccadilly	-	21733000	185	-1					
Manchester Piccadilly	Liverpool Lime Street	-	21732000	185	-2	-2	-2			
Manchester Airport	Darlington	Manchester Victoria	21734000	185	+1	+1				
Manchester Airport	Manchester Piccadilly	-	21734000	185		+1				
Liverpool Lime Street	Huddersfield	Manchester Victoria	21733000	185	+2	+2	+2			
Manchester Victoria	Liverpool Lime Street	-	21733000	185	+1	+1			-1	
Liverpool Lime Street	Leeds	Manchester Victoria	21731000	185		+1		-3		
Hull	Leeds	-	21733000	185	+2	+4	+3			
Hull	Manchester Victoria	-	21733000	185	+1	+1	+1			
Scarborough	Leeds	-	21732000	185	+1	+1				
Manchester Piccadilly	York	Wakefield Kirkgate and Castleford	21733000	185	+16	+16	+16			
York	Manchester Piccadilly	Castleford and Wakefield Kirkgate	21733000	185	+16	+16	+16			
Saltburn	Manchester Piccadilly	-	21733000	185			+1			
Newcastle	York	-	21731000	185	+1	+1	+1			
York	Newcastle	-	21731000	185	+1	+1	+1			
Saltburn	Manchester Victoria	-	21734000	185	+4	+1				
Manchester Victoria	Saltburn	-	21734000	185	+1	+1				
York	Manchester Victoria	-	21734000	185	+1	+1	+1			
Liverpool Lime Street	Manchester Airport	-	11817020	185	+1		-1			
Liverpool Lime Street	Sheffield	-	11817020	185	+1					
Manchester Airport	Sheffield	Romiley	11817020	185	-1					
Manchester Piccadilly	Cleethorpes	Rotherham Masborough	11817020	185		-1	+1			
Liverpool Lime Street	Doncaster	Stockport and Rotherham Masborough	11817020	185	+1	+1	+1			
Manchester Piccadilly	Sheffield	Huddersfield	11817020	185		+1				
Cleethorpes	Liverpool Lime Street	Rotherham Masborough, Stockport	11817020	185	+1		-1			
Cleethorpes	Manchester Piccadilly	Rotherham Masborough, Stockport	11817020	185	-1		+1			
Sheffield	Liverpool Lime Street	Romiley	11817020	185	-1	-1				
Sheffield	Liverpool Lime Street	-	11817020	185			+1			
Cleethorpes	Manchester Airport	Rotherham Masborough, Stockport	11817020	185	+1					

From	To	Via	TSC	Timing Load	Table 2.1			Table 2.2		
					Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Manchester Airport	Cleethorpes	Stockport and Rotherham Masborough	11817020	185	+1	+1				
Cleethorpes	Doncaster	-	11817020	185		+1	+1			
Doncaster	Liverpool Lime street	Rotherham Masborough, Stockport	11817020	185	+1	+1	+1			
Sheffield	Cleethorpes	-	11817020	185	+1	+1				
Newcastle	Edinburgh	-	21731000	185				-2	-2	
Edinburgh	Newcastle	-	21731000	185				-2	-2	
Edinburgh	Berwick-upon-Tweed	-	21731000	185				+2	+2	
Berwick-upon-Tweed	Edinburgh	-	21731000	185				+2	+2	
Newcastle	Manchester Victoria	-	21731000	185				+1	+1	+1
Manchester Victoria	Newcastle	-	21731000	185				+1	+1	+1
Manchester Piccadilly	Scarborough	-	21732000-21734000	185	-7	-7	-6			

Some of the rights sought in this application are required to deliver the proposed ECML TT in December 2025. Annex B of this letter contains a table which shows the total requested access rights (represents the total quantum as would be shown in access rights table not quantum change requested) in this application reviewed and compared against the total expected access rights (total quantum) required by TPT for the proposed ECML December 2025 TT, and against the New Working TT (NWTT). For absolute clarity the rights reviewed, assessed, and being commented on in terms of NR's position in this representation letter, are those listed in Annex B.

NR has noted that TPT removes most of its Contingent Access Rights in Table 2.2 via the 58th SA. Most of the Contingent rights held within Schedule 5 Table 2.2 are rights which in the Track Access Contract are currently due to expire prior to the implementation of the December 2025 TT. Therefore, NR acknowledges the removal of these rights from table 2.2 and notes that TPT have not requested these rights to be firm or to be extended as contingent in this application. The only existing rights in table 2.2 which TPT in this application have not deleted are the Manchester Piccadilly to Glasgow Central in the Northbound and Southbound, there is further commentary on these rights in the Capacity section of this letter.

Annex B does not include access rights which TPT have not sought in this application, but we have in our assessments identified instances where TPT's current rights are not in line with what is expected for the December 2025 TT. NR expects TPT to submit a separate application to address these findings and where there are reductions surrender access rights under Part J of the Network Code. ORR needs to be aware when it makes its directions that these instances include rights which were in the drafted Supplemental Agreement but are not being amended as part of this application. Also, the baseline access rights tables used for that draft Supplemental Agreement have now been superseded by additional Supplemental Agreements approved by ORR and therefore we expect the correct

consolidated contract to be used to make amendments in line with any direction ORR makes for this application.

In line with NR's ECML letter to ORR on 14 March 2025, NR can confirm that some of the rights sought in this application are in line with what was expected in the proposed December 2025 ECML TT. There are, however, some access rights sought in this application that are different to what was expected, and these variances are highlighted in red on the table in Annex B.

The column headed 'Total Number of Rights Requested' in Annex B details the total quantum of right requested by TPT in the 58th SA (representing the total quantum as would be shown in access rights table not quantum change requested). Anything highlighted in green in this column can be supported by NR on the basis they are either equal to or lower than those expected for the proposed ECML December 2025 and/or those accommodated in the December 2025 TT and there are no specific concerns around performance, safety, power etc. This position is in line with ORR's letter to the industry dated 7 May 2025 'New/amended rights (under the competing/complex process) from December 2025.'

The columns headed 'Total Number of Rights Expected for the Proposed ECML 2025 TT' detail the total number of rights that NR would expect TPT for the proposed ECML December 2025 TT. In addition, the column headed 'Total No of Services offered for the Dec 2025 TT (D26)' in Annex B detail the total quantum of rights for services accommodated in the December 2025 TT. NR can confirm there are some instances where the access rights requested in this application and what is contained in these columns are not aligned and this is highlighted in red.

NR, as part of its assessment of this and other applications, has used the TT for December 2025 as a key reference for its representations (i.e. the TT as at D-40 - after Priority Date Notification Statement (PDNS) submission and the New Working TT in comparison to the access rights sought in this application). This informs NR's final position on this application as stated in this letter.

As usual, following the publication of the TT, NR has received Train Operator Variation Requests (TOVRs) from TPT (and other operators) to make amendments to some of their train slots for the December 2025 New Working TT - and will likely continue to do so throughout the autumn. This includes TOVRs received from this operator, and could potentially now or in coming weeks, be expected to include TOVRs from others, that include related geographies to the applications.

To avoid any further delays to submitting this Final Representation, NR has not assessed this application (or any other application submitted as part of the Competing and Complex application workstream) against any TOVRs submitted for the December 2025 New Working TT.

NR expects the Operator in its representations to ORR in response to this letter to be fully transparent with ORR where they no longer require an access right requested because of any TOVR submitted or expected to be submitted (or any other business requirement). Furthermore, if a TOVR (if accepted) applies to any rights related to this application and the December 2025 TT as now established, NR expects the operator to progress a separate application to make sure they have the relevant rights to support the implementation of the December 2025 TT.

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 this will be highlighted in the relevant section.

Capacity

In this section NR would like to draw out some general comments about the viability of these rights changes from a capacity perspective, then detail specific instances where we do not support the rights changes from a capacity perspective and lastly highlight areas where there is overlap with other applications.

As outlined in the High-Level Plan (updated in January 2025) NR has completed a capacity analysis of the Rights sought in the 58th SA. Phase 5 of this analysis is closely aligned with the December 2025 TT production period and supports our position on the viability of the Rights changes from a capacity perspective.

General Capacity Comments

Contingent Rights between Edinburgh and Berwick or Newcastle

ORR should note that the changes to rights between Edinburgh and Berwick and between Edinburgh and Newcastle in this 58th SA are superseded and further amended in the 65th SA. NR provided a representation letter for the 65th SA on 4 September 2025. Please refer to that letter for NR's position on these rights.

Contingent Rights between York and Scarborough

From a capacity perspective, NR cannot support 6 additional Saturday and Sunday contingent rights in each direction as we do not see any intent from TPT to operate the services (which TPT have confirmed via correspondence; this correspondence is provided in the Annexes of the 65th SA representation letter dated 4 September 2025). TPT have not bid for these services and would not expect them to be in the TT or supported in this application. Please refer to the 65th SA representation letter for further details.

The specific changes in Table 2.2 of the 58th SA which are superseded by the 65th SA are as follows:

- York to Scarborough (Eastbound, Saturday): TPT seek an increase from 0 to 6 Contingent Rights.
- York to Scarborough (Eastbound, Sunday): TPT seek an increase from 0 to 6 Contingent Rights.
- Scarborough to York (Westbound, Saturday): TPT seek an increase from 0 to 6 Contingent Rights.
- Scarborough to York (Westbound, Sunday): TPT seek an increase from 0 to 6 Contingent Rights.

Saltburn/Redcar

NR note that TPT are seeking rights for all services to/from Redcar, via Yarm/Middlesbrough, to extend through to Saltburn. However, part of the ECML ESG TT development work led to establishment of a specification where not all services extend to Saltburn, which is reflected in the December 2025 TT. Therefore, in December 2025, TPT are currently planning to only

operate a few services to Saltburn, with most terminating/starting short at Redcar (please see commentary in the detailed section in this letter for the case-by-case detail).

Network Rail acknowledges that TPT currently hold more rights for services to/from Saltburn than there are paths accommodated in the December 2025 TT as the majority of services terminate short or start forward at Redcar, as opposed to Saltburn (see commentary in the detailed section below in this letter for the case by case detail). Therefore, Network Rail cannot support additional Rights for all services to operate through to Saltburn for these reasons.

Whilst paragraph 2.2 (b) in Schedule 5 of the TAC allows for TPT to schedule part only of the passenger train slot as "... (b) Contingent Rights for such a Passenger Train Slot to commence from and/or terminate at any other station listed in its Calling Pattern.", NR expects TPT to have in their table 2.1 what is in line with a working TT as stated in paragraph 2.1 "The Train Operator has Firm Rights to the number of Passenger Train Slots in the Working TT in respect of a Service Group...". Therefore, we expect TPT in an additional application to amend their current rights between Manchester Airport and Saltburn to reflect correctly the quantum of services between (a) Manchester Airport and Saltburn; and (b) Manchester Airport and Redcar to reflect what is expected in the December 2025 TT. Therefore, NR is not supportive of additional rights to Saltburn in this application.

Services via Castleford

As part of the 58th supplement agreement, TPT are requesting new Firm rights for hourly services between York and Manchester Piccadilly via Castleford and Wakefield Kirkgate (avoiding Leeds). From a purely capacity perspective NR is satisfied that the quantum of rights supported, and associated train paths, are possible to accommodate alongside other services in the December 2025 TT. However, we are concerned about the impact these services may have to the punctuality of the railway, as noted in the performance section later in this letter.

For this reason, and as detailed further in the Performance section below, NR is only supportive of the following rights as Contingent for one year (until December 2026), and not firm until TAC Expiry as requested for by TPT in this application. This will allow us to see the real-world impact of the services and review our position accordingly in the interest of the network's wider performance. NR expects ORR to take this position into account and reflect this in its directions by including the expression of no presumption of continuity:

- York – Manchester Piccadilly via Wakefield Kirkgate and Castleford - 16 Weekdays
- York – Manchester Piccadilly via Wakefield Kirkgate and Castleford - 16 Saturdays
- York – Manchester Piccadilly via Wakefield Kirkgate and Castleford – 13 Sundays
- Manchester Piccadilly – York via Wakefield Kirkgate and Castleford – 16 Weekdays
- Manchester Piccadilly – York via Wakefield Kirkgate and Castleford – 16 Saturdays
- Manchester Piccadilly – York via Wakefield Kirkgate and Castleford – 11 Sundays

Specific Technical Capacity Comments

This section details, by service group, where NR is not supportive, or only partially supportive, of access rights sought by TPT in the 58th SA.

EA01 services between Manchester Piccadilly and Leeds, or York (via Castleford)

Following review of this application NR is unable to support the following increases in quantum of rights. Narrative on our reasoning is provided below.

- Manchester Piccadilly to York via Wakefield Kirkgate and Castleford (Eastbound, Sunday): The proposed ECML December 2025 TT included 11 paths. The NWTT for December 2025 included 11 paths. In the 58th SA TPT seek an increase from 0 to 16 Firm Rights. Because TPT are requesting more rights than were included in the NWTT for December 2025 NR is only able to support 11 additional Rights. Additionally, NR is only able to support these on a contingent, time-limited basis with no expectation of continuity. Please refer to the general section (above) about services via Castleford and Wakefield Kirkgate.
- York to Manchester Piccadilly via Castleford and Wakefield Kirkgate (Westbound, Sunday): The proposed ECML December 2025 TT included 13 paths. The NWTT for December 2025 included 13 paths. In the 58th SA TPT seek an increase from 0 to 16 Firm Rights. Because TPT are requesting more rights than were included in the NWTT for December 2025 NR is only able to support 13 additional Rights. Also, NR is only able to support these on a contingent, time-limited basis with no expectation of continuity. Please refer to the general section (above) about services via Castleford and Wakefield Kirkgate.

Following review of this application NR can support the following increases in quantum of rights, but we note that TPT need to apply for a further increase to align with the NWTT.

- Manchester Piccadilly to York via Wakefield Kirkgate and Castleford (Eastbound, Weekday): The Proposed ECML December 2025 TT included 17 paths. The NWTT for December 2025 included 17 paths. In the 58th SA TPT seek an increase from 0 to 16 Firm Rights. NR can support the additional 16 rights sought on a contingent, time-limited basis with no expectation of continuity. Please refer to the general section (above) about services via Castleford and Wakefield Kirkgate. Further, NR note that, to align with the NWTT for December 2025, TPT will need to make a further application for a 17th Right.
- Manchester Piccadilly to York via Wakefield Kirkgate and Castleford (Eastbound, Saturday): The Proposed ECML December 2025 TT included 17 paths. The NWTT for December 2025 included 17 paths. In the 58th SA TPT seek an increase from 0 to 16 Firm Rights. NR can support the 16 additional rights sought on a contingent, time-limited basis with no expectation of continuity. Please refer to the general section (above) about services via Castleford and Wakefield Kirkgate. Further, NR note that, to align with the NWTT for December 2025, TPT will need to make a further application for a 17th Right.
- York to Manchester Piccadilly via Castleford and Wakefield Kirkgate (Westbound, Weekday): The Proposed ECML December 2025 TT included 18 paths. The NWTT for December 2025 included 18 paths. In the 58th SA TPT seek an increase from 0 to 16 Firm Rights. NR can support the additional 16 rights sought on a contingent, time-limited basis with no expectation of continuity. Please refer to the general section (above) about services via Castleford and Wakefield Kirkgate. Further, NR note that,

to align with the NWTT for December 2025, TPT will need to make a further application for 2 additional Rights to bring the quantum to 18.

- York to Manchester Piccadilly via Castleford and Wakefield Kirkgate (Westbound, Saturday): The Proposed ECML December 2025 TT included 19 paths. The NWTT for December 2025 included 18 paths. In the 58th SA TPT seek an increase from 0 to 16 Firm Rights. NR can support the additional 16 rights sought on a contingent, time-limited basis with no expectation of continuity. Please refer to the general section (above) about services via Castleford and Wakefield Kirkgate. Further, NR note that, to align with the NWTT for December 2025, TPT will need to make a further application for 2 additional Rights to bring the quantum to 18.

Following review of this application NR can support the following decreases in quantum of rights, but we note that, as written, the 58th SA would leave TPT with more Rights than are necessary to align with the NWTT. In each case, NR would expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.

- Manchester Piccadilly to Huddersfield (Eastbound, Saturday): The NWTT for December 2025 included 7 paths. In the 58th SA TPT seek a decrease from 18 to 8 Firm Rights. From a capacity perspective, NR support this change. However, if ORR direct in line with this representation, TPT will have 1 more Right than necessary to align with the NWTT.
- Manchester Piccadilly to Huddersfield (Eastbound, Sunday): The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 17 to 8 Firm Rights. From a capacity perspective, NR support this change. However, if ORR direct in line with this representation, TPT will have 7 more Rights than necessary to align with the NWTT.
- Huddersfield to Leeds (Eastbound, Weekday): The Proposed ECML December 2025 TT included 8 paths. The NWTT for December 2025 included 7 paths. In the 58th SA TPT seek a decrease from 18 to 10 Firm Rights. From a capacity perspective, NR support this change. However, if ORR direct in line with this representation, TPT will have 3 more Rights than necessary to align with the NWTT. (Please note this application was repeated in the 65th supplemental agreement and Network Rail's representation in this application is consistent with that of the 65th).
- Huddersfield to Leeds (Eastbound, Saturday): The Proposed ECML December 2025 TT included 8 paths. The NWTT for December 2025 included 7 paths. In the 58th SA TPT seek a decrease from 18 to 10 Firm Rights. From a capacity perspective, NR support this change. However, if ORR direct in line with this representation, TPT will have 3 more Rights than necessary to align with the NWTT. (Please note this application was repeated in the 65th supplemental agreement and Network Rail's representation in this application is consistent with that of the 65th).
- Huddersfield to Leeds (Eastbound, Sunday): The Proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek a decrease from 17 to 10 Firm Rights. From a capacity perspective, NR support this change. However, if ORR direct in line with this representation, TPT will have 10 more Rights than necessary to align with the NWTT. (Please note this application was repeated in the 65th supplemental agreement and Network Rail's representation in this application is consistent with that of the 65th).
- Huddersfield to Manchester Piccadilly (Westbound, Weekday): The NWTT for December 2025 included 7 paths. In the 58th SA TPT seek a decrease from 17 to 16 Firm Rights. From a capacity perspective, NR support this change. However, if ORR

direct in line with this representation, TPT will have 9 more Rights than necessary to align with the NWTT.

- Huddersfield to Manchester Piccadilly (Westbound, Saturday): The NWTT for December 2025 included 6 paths. In the 58th SA TPT seek a decrease from 17 to 10 Firm Rights. From a capacity perspective, NR support this change. However, if ORR direct in line with this representation, TPT will have 4 more Rights than necessary to align with the NWTT.
- Huddersfield to Manchester Piccadilly (Westbound, Sunday): The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek a decrease from 16 to 9 Firm Rights. From a capacity perspective, NR support this change. However, if ORR direct in line with this representation, TPT will have 9 more Rights than necessary to align with the NWTT.

EA01 services between Hull and Liverpool Lime Street

Following review of this application NR is unable to fully support the following increases in quantum of rights. Narrative on our reasoning is provided below.

- Liverpool Lime Street to Hull (Eastbound, Sunday): the proposed ECML December 2025 TT included 13 paths. The NWTT for December 2025 included 11 paths. In the 58th SA TPT seek an increase from 7 to 12 Firm Rights. NR only support an increase from 7 to 11 Firm Rights, not the 12 sought by TPT.
- Manchester Victoria to Hull (Eastbound, Sunday): The proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 2 Firm Rights. NR cannot support any additional Firm Rights as TPT do not need any additional Firm Rights to align with the NWTT (which has no trains aligned to these rights).
- Hull to Liverpool Lime Street (Westbound, Weekday): the proposed ECML December 2025 TT included 15 paths. The NWTT for December 2025 included 14 paths. In the 58th SA TPT seek an increase from 14 to 15 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 14 Rights.
- Hull to Liverpool Lime Street (Westbound, Saturday): the proposed ECML December 2025 TT included 15 paths. The NWTT for December 2025 included 14 paths. In the 58th SA TPT seek an increase from 13 to 15 Firm Rights. NR only support an increase from 13 to 14 Firm Rights, not the 15 sought by TPT.
- Hull to Leeds (Westbound, Saturday): the proposed ECML December 2025 TT included 4 paths. The NWTT for December 2025 included 3 paths. In the 58th SA TPT seek an increase from 0 to 4 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 3 Rights.
- Hull to Leeds (Westbound, Sunday): the proposed ECML December 2025 TT included 2 paths. The NWTT for December 2025 included 2 paths. In the 58th SA TPT seek an increase from 0 to 3 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 2 Rights.
- Hull to Manchester Victoria (Westbound, Saturday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is

unable to support any Rights as there were no train services included in the NWTT for December 2025.

Following review of this application NR is unable to support the following decreases in quantum of rights. Narrative on our reasoning is provided below.

- Leeds to Hull (Eastbound, Weekday): the proposed ECML December 2025 TT included 3 paths. The NWTT for December 2025 included 4 paths. In the 58th SA TPT seek a decrease from 3 to 2 Firm Rights. Therefore, from a capacity perspective, NR is unable to support the reduction. In order to align with the NWTT (as published at D-26), if ORR direct in line with this representation, TPT will need to make a further application for an additional 1 right.

Following review of this application NR is able to support the following increases in quantum of rights, but we note that TPT need to apply for a further increase in order to align with the NWTT.

- Leeds to Hull (Eastbound, Saturday): The Proposed ECML December 2025 TT included 3 paths. The NWTT for December 2025 included 3 paths. In the 58th SA TPT seek an increase from 1 to 2 Firm Rights. From a capacity perspective, NR support this change. In order to align with the NWTT (as published at D-26), if ORR direct in line with this representation, TPT will need to make a further application for an additional 1 right.
- Hull to Leeds (Westbound, Weekday): The Proposed ECML December 2025 TT included 4 paths. The NWTT for December 2025 included 4 paths. In the 58th SA TPT seek an increase from 0 to 2 Firm Rights. From a capacity perspective, NR support this change. In order to align with the NWTT (as published at D-26), if ORR direct in line with this representation, TPT will need to make a further application for an additional 2 rights.

EA01 services between Manchester Airport and Saltburn

Please also refer to NR's general comments (above) about rights to/from Saltburn/Redcar rights.

Following review of this application NR is unable to support the following increases in quantum of rights. Narrative on our reasoning is provided below.

- Manchester Airport to Saltburn via Manchester Victoria /Yarm (Eastbound, Weekday): the proposed ECML December 2025 TT included 2 paths. The NWTT for December 2025 included 2 paths. In the 58th SA TPT seek an increase from 13 to 15 Firm Rights. For the reasons stated above (in our general comments about Saltburn and Redcar services) NR cannot support the increase in Firm Rights. TPT already hold 11 Firm Rights more than are required to align with the NWTT. NR expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.
- Manchester Airport to Saltburn via Manchester Victoria /Yarm (Eastbound, Saturday): the proposed ECML December 2025 TT included 2 paths. The NWTT for December 2025 included 2 paths. In the 58th SA TPT seek an increase from 13 to 15 Firm Rights. For the reasons stated above (in our general comments about Saltburn and Redcar services) NR cannot support the increase in Firm Rights. TPT already hold 11 Firm Rights more than are required to align with the NWTT. NR expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.

- Manchester Airport to Saltburn via Manchester Victoria /Yarm (Eastbound, Sunday): the proposed ECML December 2025 TT included 2 paths. The NWTT for December 2025 included 2 paths. In the 58th SA TPT seek an increase from 6 to 10 Firm Rights. For the reasons stated above (in our general comments about Saltburn and Redcar services) NR cannot support the increase in Firm Rights. TPT already hold 4 Firm Rights more than are required to align with the NWTT. NR expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.
- York to Saltburn via Yarm (Eastbound, Sunday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 2 Firm Rights. NR cannot support any Firm Rights as there are no services in the NWTT and therefore no intention for these to be operated in the December 2025 TT. Please note our general comment (above) about Redcar services.
- Saltburn to Manchester Airport via Manchester Victoria / Yarm (Westbound, Weekday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 13 to 15 Firm Rights. For the reasons stated above (in our general comments about Saltburn and Redcar services) NR cannot support the increase in Firm Rights. TPT already hold 12 Firm Rights more than are required to align with the NWTT. NR expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.
- Saltburn to Manchester Airport via Manchester Victoria / Yarm (Westbound, Saturday): the proposed ECML December 2025 TT included 2 paths. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 13 to 15 Firm Rights. For the reasons stated above (in our general comments about Saltburn and Redcar services) NR cannot support the increase in Firm Rights. TPT already hold 12 Firm Rights more than are required to align with the NWTT. NR expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.
- Saltburn to Manchester Airport via Manchester Victoria / Yarm (Westbound, Sunday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 5 to 11 Firm Rights. For the reasons stated above (in our general comments about Saltburn and Redcar services) NR cannot support the increase in Firm Rights. TPT already hold 4 Firm Rights more than are required to align with the NWTT. NR expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.
- Manchester Piccadilly to Manchester Airport (Westbound, Weekday): The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 1 to 2 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 1 Right.
- Manchester Airport to Darlington via Manchester Victoria (Eastbound, Saturday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.
- Saltburn to Manchester Piccadilly (Westbound, Sunday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity

perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note our general comment (above) about Redcar services.

- Saltburn to Manchester Victoria (Westbound, Weekday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 4 Firm Rights. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note our general comment (above) about Redcar services.
- Saltburn to Manchester Victoria (Westbound, Saturday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note our general comment (above) about Redcar services.
- Manchester Victoria to Saltburn (Eastbound, Weekday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note our general comment (above) about Redcar services.
- Manchester Victoria to Saltburn (Eastbound, Saturday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note our general comment (above) about Redcar services.
- Redcar to York via Yarm (Westbound, Weekday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 1 to 0 Contingent Rights. Therefore, from a capacity perspective, NR is unable to support the reduction. Please note our general comment (above) about Redcar services.

Following review of this application NR is unable to support the following decreases in quantum of rights. Narrative on our reasoning is provided below.

- Saltburn to York via Yarm (Westbound, Weekday): the proposed ECML December 2025 TT included 2 paths. The NWTT for December 2025 included 2 paths. In the 58th SA TPT seek a decrease from 2 to 1 Firm Right. Therefore, from a capacity perspective, NR is unable to support the reduction. Please note our general comment (above) about Redcar services.

EA01 services between Manchester Victoria and Scarborough

Please also refer to NR's general comments (above) about Summer Scarborough services.

Following review of this application NR is unable to support the following increases in quantum of rights. Narrative on our reasoning is provided below.

- Manchester Victoria to Scarborough (Eastbound, Weekday): the proposed ECML December 2025 TT included 15 paths. The NWTT for December 2025 included 14 paths. In the 58th SA TPT seek to change their Firm Rights so the starting location is Manchester Victoria (previously Manchester Piccadilly), and to increase the quantum from 7 to 16. NR support the change in Origin Location. However, TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 14 Rights.
- Manchester Victoria to Scarborough (Eastbound, Saturday): the proposed ECML December 2025 TT included 16 paths. The NWTT for December 2025 included 14 paths. In the 58th SA TPT seek to change their Firm Rights so the starting location is Manchester Victoria (previously Manchester Piccadilly), and to increase the quantum from 7 to 16. NR support the change in Origin Location. However, TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 14 Rights.
- Manchester Victoria to Scarborough (Eastbound, Sunday): the proposed ECML December 2025 TT included 11 paths. The NWTT for December 2025 included 11 paths. In the 58th SA TPT seek to change their Firm Rights so the starting location is Manchester Victoria (previously Manchester Piccadilly), and to increase the quantum from 6 to 14. NR support the change in Origin Location. However, TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 11 Rights.
- York to Scarborough (Eastbound, Saturday) (Firm Rights): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. NR support the Increase from 0 to 1 Firm Right.
- York to Scarborough (Eastbound, Sunday) (Firm Rights): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. NR can support the additional 1 Firm Right.
- Scarborough to Manchester Victoria (Westbound, Weekday): the proposed ECML December 2025 TT included 13 paths. The NWTT for December 2025 included 13 paths. In the 58th SA TPT seek an increase from 8 to 14 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 13 Rights.
- Scarborough to Manchester Victoria (Westbound, Saturday): the proposed ECML December 2025 TT included 13 paths. The NWTT for December 2025 included 13 paths. In the 58th SA TPT seek an increase from 7 to 14 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 13 Rights.
- Scarborough to Manchester Victoria (Westbound, Sunday): the proposed ECML December 2025 TT included 11 paths. The NWTT for December 2025 included 11 paths. In the 58th SA TPT seek an increase from 7 to 14 Firm Rights. TPT are

requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 11 Rights.

- Scarborough to York (Westbound, Saturday) Firm rights: the proposed ECML December 2025 TT included 2 paths. The NWTT for December 2025 included 2 paths. In the 58th SA TPT seek a decrease from 3 to 2 Firm Rights. NR support the decrease from 3 to 2 firm rights.
- Scarborough to York (Westbound, Sunday) Contingent rights: These rights and NR's response has been superseded by the 65th application. Please refer to the 65th letter for full commentary on NR's position.
- Scarborough to Leeds (Westbound, Weekday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.
- Scarborough to Leeds (Westbound, Saturday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.
- York to Manchester Victoria (Westbound, Weekday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.
- York to Manchester Victoria (Westbound, Saturday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.

Following review of this application NR is unable to support the following decreases in quantum of rights. Narrative on our reasoning is provided below.

- Scarborough to Manchester Airport via Manchester Victoria (Westbound, Weekday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 2 to 0 Firm Rights. NR only support a reduction from 2 to 1 Firm Rights.
- Scarborough to Manchester Airport via Manchester Victoria (Westbound, Saturday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 2 to 0 Firm Rights. NR only support a reduction from 2 to 1 Firm Rights.
- Scarborough to Manchester Airport via Manchester Victoria (Westbound, Sunday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 2 to 0 Firm Rights. NR only support a reduction from 2 to 1 Firm Rights.

Following review of this application NR has identified the following increase of one path, but we note that TPT did not seek additional quantum in this application and need to apply for the additional access right to align with the NWTT.

- Scarborough to York (Westbound, Sunday) (Firm Rights): The Proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path.

TPT have no Firm Rights and are not seeking any. TPT will need to apply for an additional Right to align with the NWTT for December 2025.

EA01 services between Liverpool and Newcastle

Following review of this application NR is unable to support the following increases in quantum of rights. Narrative on our reasoning is provided below.

- Liverpool Lime Street to Huddersfield via Manchester Victoria (Eastbound, Weekday): The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 0 to 2 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 1 Right.
- Liverpool Lime Street to Huddersfield via Manchester Victoria (Eastbound, Saturday): The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 2 Firm Rights. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.
- Liverpool Lime Street to Huddersfield via Manchester Victoria (Eastbound, Sunday): The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 0 to 2 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR is only able to support an increase to 1 Right.
- Newcastle to Manchester Victoria (Westbound, Sunday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Contingent Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note this application was repeated in the 65th SA and NR's representation in this application is consistent with that of the 65th.
- Manchester Victoria to Newcastle (Eastbound, Weekday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Contingent Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note this application was repeated in the 65th SA and NR's representation in this application is consistent with that of the 65th.
- Manchester Victoria to Newcastle (Eastbound, Saturday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Contingent Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note this application was repeated in the 65th SA and NR's representation in this application is consistent with that of the 65th.
- Manchester Victoria to Newcastle (Eastbound, Sunday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Contingent Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025. Please note this application was repeated in the 65th SA and NR's representation in this application is consistent with that of the 65th.

Following review of this application NR is able to support the following decreases in quantum of rights, but we note that, as written, the 58th SA would leave TPT with more Rights than are necessary to align with the NWTT. In each case, NR would expect a further application to amend these rights or to surrender the unused access rights via Part J of the network code, as there is no intention for these to be operated in the December 2025 TT.

- Liverpool Lime Street to York via Manchester Piccadilly (Eastbound, Sunday): The Proposed ECML December 2025 TT included 0 paths. The NWT for December 2025 included 0 paths. In the 58th SA TPT seek a decrease from 2 to 1 Firm Right. From a capacity perspective, NR support this change. If ORR direct in line with this representation, TPT will have 1 more Right than necessary to align with the NWTT.

EA01 services between Edinburgh and Newcastle

NR has provided representation in the TPT 65th Representation letter for services between Edinburgh and Newcastle and Edinburgh and Berwick Upon Tweed. The 65th SA supersedes the 58th for this service group. Please refer to the 65th SA letter dated 4 September 2025 for further commentary.

EA02 services between Liverpool and Cleethorpes

Following review of this application NR is unable to support the following increases in quantum of rights. Narrative on our reasoning is provided below.

- Liverpool Lime Street to Manchester Airport (Eastbound, Weekday): The NWTT for December 2025 included 1 path. In the 58th SA TPT seek an increase from 1 to 2 Firm Rights. TPT are requesting more rights than were included in the NWTT, so from a capacity perspective NR not supportive of an increase above the 1 firm right already held by TPT.
- Cleethorpes to Manchester Airport via Rotherham Masborough, Stockport (Westbound, Weekday): the proposed ECML December 2025 TT included 0 paths. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.
- Cleethorpes to Doncaster (Westbound, Sunday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 0 paths. In the 58th SA TPT seek an increase from 0 to 1 Firm Right. From a capacity perspective, NR is unable to support any Rights as there were no train services included in the NWTT for December 2025.
- Sheffield to Manchester Airport via Huddersfield (Westbound, Weekday and Saturday): The Proposed ECML December 2025 Timetable included 1 path on both Weekdays and Saturdays. The NWTT for December 2025 also included 1 path on both Weekdays and Saturdays. In the 58th SA these rights are duplicated across two different lines in Table 2.1. Within the table 2.1 Service Group EA02, TPT retain 1 Firm Right for Weekdays and Saturdays (without amendment). On another line, TPT duplicate their existing firm rights by requesting new Firm Rights of the same quantum as the existing firm rights they already have. As there is only 1 Right necessary on Weekdays and Saturdays to align with the NWTT, NR support the unamended line remaining in the table, but NR do not support including the additional new line in Table 2.1, which creates ambiguity. For the avoidance of doubt, NR do not support new additional rights.

Following review of this application NR is unable to support the following decreases in quantum of rights. Narrative on our reasoning is provided below.

- Liverpool Lime Street to Cleethorpes via Stockport and Rotherham Masborough (Eastbound, Sunday): the proposed ECML December 2025 TT included 12 paths. The NWTT for December 2025 included 12 paths. In the 58th SA TPT seek no change to Firm Rights, which remain at 11.
- Liverpool Lime Street to Manchester Airport (Eastbound, Sunday): The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 1 to 0 Firm Rights. Therefore, from a capacity perspective, NR is unable to support the reduction.
- Sheffield to Liverpool Lime Street via Romiley (Westbound, Weekday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 1 to 0 Firm Rights. Therefore, from a capacity perspective, NR is unable to support the reduction.
- Sheffield to Liverpool Lime Street via Romiley (Westbound, Saturday): the proposed ECML December 2025 TT included 1 path. The NWTT for December 2025 included 1 path. In the 58th SA TPT seek a decrease from 1 to 0 Firm Rights. Therefore, from a capacity perspective, NR is unable to support the reduction.

Following review of this application NR can support the following increases in quantum of rights, but we note that TPT need to apply for a further increase to align with the NWTT.

- Cleethorpes to Liverpool Lime Street via Rotherham Masborough, Stockport (Westbound, Weekday): The Proposed ECML December 2025 TT included 16 paths. The NWTT for December 2025 included 16 paths. In the 58th SA TPT seek an increase from 14 to 15 Firm Rights. From a capacity perspective, NR support this change. To align with the NWTT (as published at D-26), if ORR direct in line with this representation, TPT will still need to make a further application for an additional 1 right.

EA07 Manchester Piccadilly to Glasgow Central Contingent Rights

As stated earlier, NR has noted that TPT removes the majority of its Contingent Access Rights in Table 2.2 via the 58th SA. These rights in the current TAC in table 2.2 are due to expire in December 2025. NR supports the removal of these rights.

The only existing rights in table 2.2 which TPT in this application have not deleted are rights between Manchester Piccadilly and Glasgow Central for 1 Saturday Only in each direction. Currently these rights are contained in table 2.2 of the contract but are due to expire in December 2025. TPT in their application were not explicit in the Form P in requiring these rights, but as they are in the draft supplemental with the footnote dating these rights removed, NR has assessed these rights and NR's position as to whether they can or cannot support until expiry of the TAC. NR's position on these rights is that we support the 1 Saturday right from Manchester Piccadilly to Glasgow Central as that is in line with what is expected for December 2025. NR does not support the 1 Saturday right from Glasgow Central to Manchester Piccadilly as that is not in line with what expected in the December 2025 TT.

Rights Required but Not Requested In Application

In our analysis of the rights requested by TPT, as noted above, NR have noted several occasions within all Service Groups where TPT do not seek any new access rights/quantum changes, but NR has identified that amendments are required in order to deliver the December 2025 TT. As per the advice above NR cannot decide on instances where TPT have not sought

to amend rights/quantum changes.

EA01 and EA02

Whilst TPT have sought amendments in this application to table 2.1 for EA01 and EA02, NR have as part of their assessments, identified several instances where TPT have not sought to change their quantum of Rights. The following table shows all of these, and highlights where changes to table 2.1 may be required in order to align with the NWTT for December 2025. The table below shows where amendments are not required (in green) and where amendments may be required highlighted (in red).

Service Group	From:	To:	Via:	Contingent or Firm	Total Number of Rights unchanged rights			No of paths in Proposed Dec 25 ECML TT			No. of Services Offered in the NWTT for Dec 25		
					Week-day	Sat	Sun	Week-day	Sat	Sun	Week-day	Sat	Sun
EA01	Manchester Piccadilly	Wakefield Kirkgate		Firm	1	1	0	1	1	1	1	1	1
EA01	York	Saltburn	Yarm	Firm	1	1		0	0		0	0	
EA01	Leeds	Scarborough			1	1	1	1	1	2	1	1	3
EA01	Manchester Airport	Scarborough		Firm	1			1			1		
EA01	Wakefield Kirkgate	Manchester Piccadilly		Firm	1	1	0	1	1	1	1	1	1
EA01	Saltburn	York	Yarm	Firm		3			0			1	
EA01	Scarborough	Manchester Piccadilly		Firm	2	1	0	1	1	0	2	2	1
EA01	Scarborough	York		Firm	2		0	2		1	1		1
EA01	York	Manchester Airport	Manchester Victoria	Firm	4	3		4	4		4	3	
EA01	Manchester Piccadilly	Manchester Airport		Firm		2	0					1	0
EA02	Liverpool Lime Street	Cleethorpes		Firm	15	15	11	15	15	12	15	15	12
EA02	Liverpool Lime Street	Manchester Airport		Firm		2						0	
EA02	Liverpool Lime Street	Sheffield		Firm		0	1		0	1		0	1
EA02	Manchester Airport	Sheffield	Huddersfield	Firm	1	0	0	1	0	0	1	0	1
EA02	Manchester Airport	Liverpool Lime Street		Firm	0	1	0				0	0	0
EA02	Cleethorpes	Liverpool Lime Street	Rotherham Masborough Stockport	Firm		15			15			15	
EA02	Cleethorpes	Manchester Piccadilly	Rotherham Masborough Stockport	Firm		1			1			1	
EA02	Sheffield	Manchester Airport		Firm	1	1	0	1	1	0	1	1	0
EA02	Sheffield	Liverpool Lime Street		Firm	1	1		0	0		0	0	

Service Group	From:	To:	Via:	Contingent or Firm	Total Number of Rights unchanged rights			No of paths in Proposed Dec 25 ECML TT			No. of Services Offered in the NWTT for Dec 25		
					Week-day	Sat	Sun	Week-day	Sat	Sun	Week-day	Sat	Sun
EA02	Cleethorpes	Sheffield	Rotheram Central	Firm	1	0	0	1	0	0	1	0	1

NR would ask that TPT submit a separate application to address these findings or, for reductions only, surrender access rights under Part J of the Network Code. ORR needs to be aware when it makes its directions that these instances include rights which were in the drafted Supplemental Agreement but are not being amended as part of this application.

EA07

Please see below table which shows services within EA07 in table 2.1 where TPT in this application have not sought any amendments for this service group. However, NR have in their assessments identified several instances where the rights need to be amended to align with what is expected in the December 2025 TT. Therefore, the table below shows where amendments may be required highlighted in red.

Contingent/Firm	Service Group	From:	To:	Via:	Total No of Rights (if the EA07 Service Group is directed as per the draft 58th SA provided by TPT):			No. of Services offered for the Dec 2025 TT (D-26)		
					Week-day	Sat	Sun	Week-day	Sat	Sun
Firm	EA07	Manchester Airport	Edinburgh Waverley	Kirknewton, Carlisle, Shap and Farnworth Corridor	8	7	6	8	7	7
Firm	EA07	Manchester Airport	Glasgow Central	Beattock, Carlisle, Shap and Farnworth Corridor	6	5	6	6	6	4
Firm	EA07	Manchester Airport	Glasgow Central	Shap, Carlisle and Beattock	1	1	0	0	0	0
Firm	EA07	Manchester Piccadilly	Glasgow Central	Shap, Carlisle and Beattock	1	0	0	1	0	0
Firm	EA07	Liverpool Lime Street	Glasgow Central		3	3	3	3	3	3
Firm	EA07	Liverpool Lime Street	Oxenholme		1	0	1	1	0	0
Firm	EA07	Edinburgh Waverley	Manchester Airport	Kirknewton, Carlisle, Shap and Farnworth Corridor	7	6	6	7	7	6
Firm	EA07	Edinburgh Waverley	Manchester Airport	Kirknewton, Carlisle, Shap	1	1	0	1	0	0
Firm	EA07	Glasgow Central	Manchester Airport	Beattock, Carlisle, Shap and Farnworth Corridor	7	5	5	6	6	4
Firm	EA07	Glasgow Central	Manchester Airport	Beattock, Carlisle, Shap	0	1	1	1	1	1

Firm	EA07	Lancaster	Manchester Airport	Farnworth Corridor	1	1	0	1	1	1
Firm	EA07	Glasgow Central	Liverpool Lime Street		3	3	3	3	3	3
Firm	EA07	Carlisle	Liverpool Lime Street		1	1	1	0	0	0

As stated previously in the 'Access Rights Sought in this Application' section, NR expects TPT to submit a separate application to address these findings or, for reductions only, surrender access rights under Part J of the Network Code. ORR needs to be aware when it makes it directions that these instances include rights which were in the drafted Supplemental Agreement but are not being amended as part of this application

Overlap with other applications

Away from the ECML, TT capacity analysis completed to inform on the competing and complex access applications, in line with Network Rail's high level plan, identified conflicts between paths aligned to rights in the the TPT 58th SA and paths aligned to rights in the Virgin Management Limited (Virgin) S. 17 and the Wrexham, Shropshire & Midlands Railway Company (WSMR) S. 17. Network Rail provided its final representations on the Virgin and WSMR S.17 applications on 09 May 2025 and were not supportive of the rights sought. ORR rejected these applications and published their decisions on 03 July 2025.

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.

In the case of any application that is related to the proposed ECML December 2025 TT, 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, ORR may wish to consider the impact on the forecast operation and performance of the TT and the basis on which The Taskforce recommended the TT for implementation and the modelling undertaken to assure it.

Performance

NR can confirm that the majority of this application was included in the ECML TT Performance Analysis that is 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.

Manchester Piccadilly – York via Castleford and Wakefield Kirkgate

NR is supportive of the quantum of rights between Manchester Piccadilly and York via Castleford and Wakefield Kirkgate (both directions) detailed in the capacity section of this letter. NR is only supportive of these rights as contingent, dated for one year from December 2025, and not until TAC expiry, due to performance concerns for this service group. This will

enable real world data to be assessed and an opportunity to work with TPT in the best interest of the wider network.

These services operate currently with contingent rights and are not performing acceptably. Please see snapshot data below.

Flow	Recorded WTT Points	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %
2U - Manchester Piccadilly to York	29,632	40.8%	61.2%	75.9%
1D - Bedouin Central to Manchester Airport				
2U - York to Manchester Piccadilly	30,998	46.5%	68.1%	80.9%

Additionally, the ECML ESG performance modelling shows that York is a stressed location, as per Annex L of the General ECML Representation letter dated 14 March 2025. These services originate/terminate at York and cross the Pennines. The increase of services at York from December 2025 and the forecast detriment to performance expected on the ECML from December 2025 are likely to impact on the performance of these services from December 2025 and increase the risk of transporting delay across the Pennines and into Manchester Piccadilly. Currently the Westbound service has poor performance in its Time to 3 arrival at Manchester Piccadilly.

Flow	On Time WT..	Time to 3 W..	Time to 5 W..	Recorded W..
2U - York to Manchester Piccadilly	45.1%	63.8%	74.7%	1,261

Granting the rights on a timebound, contingent basis, with no presumption of continuity, should allow NR and the operator to fully consider the characteristics of the service group involved in operation given the various issues associated with this application as highlighted in this representation. After sufficient data to review performance of these services has been accumulated, we will be able to discuss next steps with TPT and explore the possibility of Firm Rights at a later date should this be able to be justified. NR expects ORR to take this position into account and reflect this in its directions by including the expression of no presumption of continuity.

Power Supply Modelling

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.

ECML Power Supply Modelling

NR wish to collaborate with TPT on any necessary power mitigations and, where applicable, set these out in the TAC until such point future power upgrades alleviate the risk. For the avoidance of doubt this includes any ad-hoc request to run in 10-car formation and the existing power mitigation arrangement between Newcastle and Edinburgh will need to remain in place until such point future power upgrades alleviate the risk. For TPT this means the current restrictions on power that are listed in TPT's TAC as footnotes in Schedule 5 relating to services running north of Newcastle in diesel mode, must remain in the TAC for the relevant passenger train slots and must also be added to any additional passenger train slots running

north of Newcastle.

West Coast Mainline Power Supply Modelling

Liverpool is subject to an early warning notice of congested infrastructure for power capacity and as such has been noted as an area of concern for Power Supply. However, TPT's Class 802 services are already running out of Liverpool in electric mode and these services have been included in the current round of modelling. With most of the TPT services being a rollover from those already running, the only slight change noted is the assumption that these services will run in electric all the way from Liverpool to Stalybridge, compared to before when they ran electric from Liverpool to Manchester Victoria. No significant concerns have been flagged as a result of this change. It is also worth noting that these services are bi-modal and can run in diesel if required. The services in question run from Liverpool to Manchester (then on to Newcastle) via Huyton and Newton-le-Willows on the Chat Moss line, so will not traverse the stretched Crewe-Weaver section of the route which has limited power supply capacity. However, the service may draw power from the Crewe-Weaver area. The opportunity to discuss the details of the power supply modelling undertaken by NR with ORR directly (focussing on the key constraints and times) would be welcomed. We are already in discussions with TPT about power supply.

Manchester Task Force (MTF)

The Manchester Taskforce Board was formed by partners and industry members in 2020 to undertake a strategic review of capacity utilisation for the Manchester Area including the Castlefield corridor and Manchester Victoria. The Castlefield corridor was declared congested infrastructure in 2019, with analysis showing that this critical section of the network was unable to support the number of train services operating on this route pre-Covid. This led to a reformulation of pan Manchester TTs to remove train services that could not be operated practicably to maintain the overall operational integrity of these critical corridors, resulting in an all-day TT structure with 12tph on the Castlefield corridor off-peak, rising to 13tph in peak hours. This revised TT addressed structural TT issues and supported a step-change in performance improvement from December 2022. The TPT rights sought in this application align with the outputs of the agreed MTF TT.

The Calder Valley is the agreed diversionary route for Diggle while TRU is being built. This has diversionary capacity for up to three services per hour to support keeping the Manchester – Leeds passenger market on trains during the main construction phases of TRU. The TRU project will first deliver structural TT changes as part of the Key Output 4 stage, the timescales for which (target date is currently December 2030) will be beyond the duration of the access rights sought by TPT in this application, so should not be a factor. When reviewing the SA NR note that as a result of this application no additional quantum traverses the Calder Valley Line; services interact with Manchester Victoria from the east via Stalybridge.

Conclusion

In this representation letter we have confirmed that we do support in part the access rights sought in this application and where stated they are as NR expected in the proposed ECML December 2025 TT. These rights are supported because they align with collaborative industry pre-work for the ECML December 2025 TT and/or the NWTT for December 2025.

The rights not supported in this application do not align with the proposed ECML December 2025 TT and/or what is expected in the December 2025 TT. In addition, we have also provided an explanation to ORR of what the proposed ECML December 2025 TT is an amalgamation

of, in terms of Advanced TT Work, and confirmed that our position is based on these assessments. For a comprehensive list of all the rights supported and unsupported refer to Annex B.

- NR has in this letter highlighted to ORR that TPT in their application did not make amendments to Table 4.1 - Calling Patterns of the Track Access Contract. NR expects TPT in their representation in response to this letter, to clearly highlight where a calling pattern change is required for any of the access rights NR has supported in this representation letter.

Network Rail is not supportive of TPT's request for firm rights between York and Manchester, via Wakefield and Castleford. NR supports the quantum identified in this letter on the basis of them being contingent and dated to expire 12 months from December 2025 with no presumption of continuity. This is due to performance concerns.

NR is also not supportive of additional access rights to and from Saltburn, as TPT currently hold a number of access rights for Saltburn, but a majority of the services Originate / terminate at Redcar instead. Therefore, TPT are seeking more rights to Saltburn when they do not utilise the access rights currently held as they are expressed in the contract. NR cannot support additional access rights where capacity will be held at a location they do not utilise. NR expects TPT to part surrender the rights they are not utilising to Saltburn via Part J of the Network.

In this representation letter and as an output of its assessments of this application, NR has identified:

- a number of instances where TPT have not requested an amendment to an existing access right, but the current quantum will not align with what is expected in the December 2025 TT; or
- where they have sought an amendment, but the amendment is not sufficient to align with what is expected in the December 2025 TT.

In these instances, NR expects TPT to submit an additional application to make amendments where additional access rights are required and where TPT will be holding more rights than required that they surrender those rights under Part J of the Network Code.

NR has also highlighted in this letter a number of points we raised in our original representation letter. These are points of clarification and amendments required to the proposed SA submitted with this application, that NR believes have still not been fully addressed or that ORR need to take into consideration when making a direction on the application.

As stated in this letter TOVRs have been received by NR from TPT to make amendments to some of their train slots for the December 2025 New Working TT which may affect this application. NR has not assessed this application (or any other application submitted as part of the Competing and Complex application workstream) against any TOVRs submitted for the December 2025 New Working TT.

NR expects the Operator in its representations to ORR in response to this letter to be fully transparent with ORR where they no longer require an access right requested because of any TOVR submitted or expected to be submitted (or any other business requirement). Furthermore, if a TOVR (if accepted) applies to any rights related to this application and the December 2025 TT as now established, NR expects the operator to progress a separate

application to make sure they have the relevant rights to support the implementation of the December 2025 TT.

As a result of the number of amendments we have identified in this letter and the number of changes that may be required as a result of the TOVRs submitted by TPT, that NR cannot stress enough the importance of TPT submitting an application as soon as possible to make sure that they have the necessary access rights required to support the December 2025 TT.

The proposed ECML TT 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,

Erin Flanagan

Franchise and Access Manager

ANNEXES

Annex A – Interacting Locations Matrix

Annex B – Table of Access Rights Requested in Application

Annex C – Email Confirmation of Date Extension to Dec 25

Annex D – Marked Up Schedule 5 Tables 2.1 and 2.2

ANNEX A SUMMARY OF APPLICATIONS AT INTERACTING LOCATIONS AND STATUS

Operator/Application/Type	Status of Application	NCM	Irmi	MM-	Perby	Sheff	ECML	Dyfor	Blouc	Cardif
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	Live				x	x	x			
EMR 21st SA 22A	Live				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	Live	x	x	x	x	x	x	x	x	x
FLIM 21st SA 22A	Live		x	x	x	x	x	x		
FLIM 22nd SA 22A	Live		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	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	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			
GWR 201st SA 22a	Live							x	x	
GWR 202nd 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 37th SA 22A	Rights were being sought until Dec 2025 so not included in analysis						x			
LNER 38th SA 22A	Live						x			
Lumo 11th SA 22A	Live						x			
Lumo 12th SA 22A	Live					x	x			
Lumo London-Rochdale New Contract S17	Live	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	Live						x			
Scotrail 51st SA 22a	Live						x			
Super Tram 11th SA 22a	Live					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 analysis						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	x							
Virgin New Contract 17	Live	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	Live	x	x	x						

x'

ID

Operator	SA NO.	Service Group	From:	To:	Via:	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	Are the Rights being requested as Contingent or Firm or in line with Interim Approach (Contingent Dated no presumption of Continuity)?	Total No of Rights requested:			Total No of Rights expected for the Proposed ECML Dec 2025 TT			Total No. of Services published in the NWTT for Dec 2025 (D-26)			Sheffield	ECML&Leeds
									Weekday	Sat	Sun	Weekday	Sat	Sun	Weekday	Sat	Sun		
1	TPT	58th	EA01	Manchester Piccadilly	Huddersfield	Amended Current Rights Held in Contract	Yes	Firm	8	8	8				8	7	1		
2	TPT	58th	EA01	Huddersfield	Leeds	Amended Current Rights Held in Contract	Yes	Firm											x
3	TPT	58th	EA01	Leeds	Hull	Amended Current Rights Held in Contract	Yes	Firm	2	2	2	3	3	2	4	3	5		x
4	TPT	58TH	EA01	Liverpool Lime Street	Hull	Amended Current Rights Held in Contract	Yes	Firm	15	14	12	15	16	13	15	14	11		x
5	TPT	58th	EA01	Manchester Victoria	Hull	Amended Current Rights Held in Contract	Yes	Firm	1	1	2	1	1	1	1	1	0		x
6	TPT	58th	EA01	Manchester Airport	Saltburn	Manchester Victoria/Yarm	Yes	Firm	15	15	10	2	2	2	2	2	2		x
7	TPT	58th	EA01	York	Saltburn	Yarm	Yes	Firm			2			0			0		x
8	TPT	58th	EA01	Liverpool Lime Street	Newcastle	Manchester Victoria	Yes	Firm	17	17	14	17	17	14	18	17	16		x
9	TPT	58th	EA01	Manchester Victoria	Scarborough		Yes	Firm	16	16	14	15	16	11	14	14	11		x
11	TPT	58th	EA01	Manchester Airport	Scarborough		Yes	Firm		1	0		1	0		1	0		x
12	TPT	58th	EA01	York	Scarborough		Yes	Firm	1	1	1	1	1	1	1	1	1		
13	TPT	58th	EA01	Liverpool Lime Street	York		Yes	Firm	0	0	1	0	0	0	0	0	0		x
14	TPT	58th	EA01	Manchester Airport	York		Yes	Firm	4	2	4	4	3	4	4	2	4		x
15	TPT	58th	EA01	Huddersfield	Manchester Piccadilly		Yes	Firm	16	10	9				7	6	0		
16	TPT	58th	EA01	Hull	Liverpool Lime Street		Yes	Firm	15	15	12	15	15	12	14	14	12		
17	TPT	58th	EA01	Leeds	Huddersfield		Yes	Firm											x
18	TPT	58th	EA01	Saltburn	York	Yarm		Firm	1		2	2		2	2		2		x
19	TPT	58th	EA01	Saltburn	Manchester Airport	Manchester Victoria/Yarm	Yes	Firm	15	15	11	1	2	1	1	1	1		x
20	TPT	58th	EA01	Newcastle	Liverpool Lime Street	Manchester Victoria	Yes	Firm	17	17	14	17	17	14	17	17	15		x
21	TPT	58th	EA01	Scarborough	Manchester Victoria		Yes	Firm	14	14	14	13	13	11	13	13	11		x
22	TPT	58th	EA01	Scarborough	York			Firm		2			2			2			
23	TPT	58th	EA01	York	Manchester Airport	Manchester Victoria	Yes	Firm	3			1			2				x
24	TPT	58th	EA01	Manchester Piccadilly	Manchester Airport		Yes	Firm	2						1				
25	TPT	58th	EA01	Manchester Airport	Darlington	Manchester Victoria		Firm	1	1	0	1	0	1	1	0	1		x
26	TPT	58th	EA01	Manchester Airport	Manchester Piccadilly			Firm	0	1	0				0	1	0		
27	TPT	58th	EA01	Liverpool Lime Street	Huddersfield	Manchester Victoria		Firm	2	2	2				1	0	1		
28	TPT	58th	EA01	Manchester Victoria	Liverpool Lime Street			Firm	1	1	0				1	1	3		

[illegible]

57	TPT	58th	EA01	Edinburgh	Berwick-Upon-Tweed		New Right(s)		INTERIM APPROACH - Contingent Dated No Presumption of Continuity												x
58	TPT	58th	EA01	Berwick-Upon-Tweed	Edinburgh		New Right(s)		Contingent Dated												x
59	TPT	58th	EA01	Scarborough	York		New Right(s)		INTERIM APPROACH - Contingent Dated No Presumption of Continuity												x
60	TPT	58th	EA01	York	Manchester Victoria				Firm	1	1	1	1	1	1	0	0	2			x
61	TPT	58TH	EA01	Manchester Piccadilly	Leeds		Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			x
62	TPT	58th	EA01	Liverpool Lime Street	Newcastle	Manchester Piccadilly	Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			x
63	TPT	58th	EA01	Liverpool Lime Street	Scarborough	Manchester Victoria	Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
64	TPT	58th	EA01	Manchester Piccadilly	Scarborough		Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	1	1	0			
65	TPT	58th	EA01	Manchester Piccadilly	York		Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
66	TPT	58th	EA01	Hull	Liverpool		Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
68	TPT	58th	EA01	Leeds	Manchester Airport		Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
69	TPT	58th	EA01	Scarborough	Liverpool Lime Street	Manchester Victoria	Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
70	TPT	58th	EA01	Scarborough	Manchester Airport	Manchester Vicroria	Amended Current Rights Held in Contract	Yes	Firm	0	0	0	1	1	1	1	1	1			
72	TPT	58th	EA01	York	Liverpool Lime Street	Manchester Piccadilly	Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
73	TPT	58th	EA01	York	Manchester Piccadilly		Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
74	TPT	58th	EA01	Leeds	Manchester Piccadilly		Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
75	TPT	58th	EA01	Manchester Piccadilly	Liverpool Lime Street		Amended Current Rights Held in Contract	Yes	Firm	0	0	0				0	0	0			
76	TPT	58th	EA02	Manchester Airport	Sheffield	Romiley	Amended Current Rights Held in Contract	Yes	Firm	0	0	0	0	0	0	0	0	0			
77	TPT	58th	EA02	Sheffield	Liverpool Lime Street	Romiley	Amended Current Rights Held in Contract	Yes	Firm	0	0		1		1	1	1				
78	TPT	58th	EA07	Manchester Piccadilly	Glasgow Central	Shap, Carlisle and Bea	New Rights	Yes	Contingent	0	1	0				0	1	0			
79	TPT	58th	EA07	Glasgow Central	Manchester Piccadilly	Beattock, Carlisle, Shap and Farnworth Corridor	New Rights	Yes	Contingent	0	1	0				0	0	0			
80	TPT	58th	AE02	Sheffield	Manchester Airport	Huddersfield	New Rights		Firm	1	1	0	1	1	0	1	1	0			

Key

Rights which align with the Proposed ECML Dec 25 TT and the NWTT Dec 25 and can be supported as firm or contingent dated as per the NR representation letter

Rights which do not align with either/or the Proposed ECML Dec 25 TT and the NWTT Dec 25

Rights which do not run on or interact with the ECML

Included in 58th, but superseded by 65th SA

From: Robbie Gilbody [REDACTED]
Sent: 27 March 2025 11:15
To: Track Access Managers <[REDACTED]>
Cc: Beilby, Louise <[REDACTED]>
Subject: [EXTERNAL] Removal of TPT Supplemental agreements (22A) for review

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.
Hi All,

Following the informal submission of the Transpennine Trains 75th supplemental agreement for May 2025 we are formally notifying our removal of the 62nd and 63rd Supplemental agreements for May 2025. We are also happy for the removal of the 64th supplemental agreement that was based on a non-ESG timetable decision following the request to bid in line with the ESG being provided.

We would note we still have our 58th supplemental agreement originally aimed for Dec24 and our 65th for an ESG-Dec25 are still required noting these would now both be directed at December 2025

Robbie Gilbody
Contracts & Compliance Manager



RE: [EXTERNAL] Removal of TPT Supplemental agreements (22A) for review



Beilby, Louise [REDACTED]
To: Robbie Gilbody
Cc: Erin Flanagan

You forwarded this message on 09/04/2025 13:58.

Hi Robbie,

Thank you for confirming, I will mark this on our records.

Regards,



Louise Beilby
Senior Access Executive



3rd Floor, Mallard House, Kings Pool, 1-2 Peasholme Green, York YO1
7PX

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Table 2.1: Passenger Train Slots ^{35th/43rd/44th/46th/55th}**Service Group: North Transpennine – from 02:00 15th December 2024**

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Piccadilly	Leeds		Eastbound	21733000	185	0	4	0
Manchester Piccadilly	Wakefield Kirkgate		Eastbound	21733000	185	1	1	0
Manchester Piccadilly	Huddersfield		Eastbound	21733000	185	18 8	18 8	17 8
Huddersfield	Leeds		Eastbound	21733000	185	18 10	18 10	17 10
Leeds	Hull		Eastbound	21733000	185	3 2	4 2	4 2
Liverpool Lime Street	Hull		Eastbound	21733000	185	13 15	13 14	7 12
Manchester Victoria	Hull		Eastbound	21733000	185	1	0 1	0 2
Manchester Airport	Saltburn	Manchester Victoria /Yarm	Eastbound	21734000	185	13 15	13 15	6 10

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
York	Saltburn	Yarm	Eastbound	21734000	185	1	1	0 2
Liverpool Lime Street	Newcastle	Manchester Victoria	Eastbound	21731000	802	14 17	14 17	14 14
Liverpool Lime Street	Newcastle	Manchester Piccadilly	Eastbound	21732000 21731000	802	4	0	4
Liverpool Lime Street	Scarborough	Manchester Victoria	Eastbound	21732000 21734000	185	5	5	5
Manchester Piccadilly Manchester Victoria	Scarborough		Eastbound	21732000 21734000	185	7 16	7 16	6 14
Leeds	Scarborough		Eastbound	21732000	185	4 1	4 1	1
Manchester Airport	Scarborough	Manchester Victoria	Eastbound	21734000 21732000	185	1	0 1	4 0
York	Scarborough		Eastbound	21732000	185	0 1	0 1	0 1
Liverpool Lime Street	York	Manchester Piccadilly	Eastbound	21732000	185	3 0	3 0	2 1

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Airport	York	Manchester Victoria	Eastbound	21734000	185	3 4	3 2	0 4
Manchester Piccadilly	York	-	Eastbound	21734000	185	2 ¹	2 ²	4 ³
Huddersfield	Manchester Piccadilly		Westbound	21733000	185	17 16	17 10	16 9
Wakefield Kirkgate	Manchester Piccadilly		Westbound	21733000	185	1	1	0
Hull	Liverpool Lime Street		Westbound	21730000	185	14 15	13 15	8 12
Hull	Liverpool	-	Westbound	21730000	185	1	1	0
Leeds	Manchester Piccadilly		Westbound	21733000	185	0	0	1
Leeds	Huddersfield		Westbound	21733000	185	18	18	16

¹ From the Principal Change Date 2024 the quantum will revert to 1

² From the Principal Change Date 2024 the quantum will revert to 1

³ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Leeds	Manchester Airport		Westbound	21733000	185	0	0	4
Saltburn	York	Yarm	Westbound	21734000	185	2 1	3	4 2
Saltburn	Manchester Airport	Manchester Victoria / Yarm	Westbound	21734000	185	13 15	13 15	5 11
Newcastle	Liverpool Lime Street	Manchester Victoria	Westbound	21731000	802	13 17	13 17	12 14
Scarborough	Liverpool Lime Street	Manchester Victoria	Westbound	21732000	185	4	5	5
Scarborough	Manchester Piccadilly Manchester Victoria		Westbound	21732000	185	8 14	7 14	7 14
Scarborough	Manchester Airport	Manchester Victoria	Westbound	21732000 21734000	185	2	2	0
Scarborough	Manchester Piccadilly		Westbound	21734000	185	2	1	0
Scarborough	York		Westbound	21732000	185	2	3 2	0
York	Manchester Airport	Manchester Victoria	Westbound	21734000	185	4	3	0 3
York	Liverpool Lime Street	Manchester Piccadilly	Westbound	21732000	185	0	0	2

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
York	Manchester Piccadilly	-	Westbound	21732000	185	3	2	0
Manchester Piccadilly	Manchester Airport		Westbound	21732000	185	4 2	2	0
Leeds	Manchester Piccadilly	-	Westbound	21733000	185	4	0	0
Manchester Piccadilly	Liverpool Lime Street	-	Westbound	21732000	185	2	2	2
Manchester Airport	Darlington	Manchester Victoria	Eastbound	21734000	185	1	1	0
Manchester Airport	Manchester Piccadilly		Eastbound	21734000	185	0	1	0
Liverpool Lime Street	Huddersfield	Manchester Victoria	Eastbound	21733000	185	2	2	2
Manchester Victoria	Liverpool Lime Street		Westbound	21733000	185	1	1	0
Liverpool Lime Street	Leeds	Manchester Victoria	Eastbound	21731000	802	0	1	0
Hull	Leeds		Westbound	21733000	185	2	4	3
Hull	Manchester Victoria		Westbound	21733000	185	1	1	1
Scarborough	Leeds		Westbound	21732000	185	1	1	0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Piccadilly	York	Wakefield Kirkgate and Castleford	Eastbound	21733000	185	16	16	16
York	Manchester Piccadilly	Castleford and Wakefield Kirkgate	Westbound	21733000	185	16	16	16
Saltburn	Manchester Piccadilly		Westbound	21733000	185	0	0	1
Newcastle	York		Westbound	21731000	802	1	1	1
York	Newcastle		Eastbound	21731000	802	1	1	1
Saltburn	Manchester Victoria		Westbound	21734000	185	4	1	0
Manchester Victoria	Saltburn		Eastbound	21734000	185	1	1	0
York	Manchester Victoria		Westbound	21734000	185	1	1	1

Service Group: South Transpennine

1						2		
Service Group: EA02								
Service description: South Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Liverpool Lime Street	Cleethorpes	Stockport and Rotherham Masborough	Eastbound	11817020	185	15	15	11
Liverpool Lime Street	Manchester Airport		Eastbound	11817020	185	4 2	2	4 0
Liverpool Lime Street	Sheffield		Eastbound	11817020	185	0 1	0	1
Manchester Airport	Sheffield	Romiley	Eastbound	11817020	185	4	0	0
Manchester Airport	Sheffield	Huddersfield	Eastbound	11817020	185	1	0	0
Manchester Airport	Liverpool Lime Street		Eastbound	11817020	185	0	1	0
Manchester Piccadilly	Cleethorpes	Rotherham Masborough	Eastbound	11817020	185	4 0	4 0	0 2
Liverpool Lime Street	Doncaster	Stockport and Rotherham Masborough	Eastbound	11817020	185	1	1	1

1						2		
Service Group: EA02								
Service description: South Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Piccadilly	Sheffield	Huddersfield	Eastbound	111817020	185	0	1	0
Manchester Airport	Cleethorpes	Stockport and Rotherham Masborough	Eastbound	11817020	185	1	1	0
Cleethorpes	Liverpool Lime Street	Rotherham Masborough, Stockport	Westbound	11817020	185	4 15	15	12 11
Cleethorpes	Manchester Piccadilly	Rotherham Masborough, Stockport	Westbound	11817020	185	4 0	1	0 1
Sheffield	Manchester Airport	Huddersfield	Westbound		185	1	1	0
Sheffield	Liverpool Lime Street	Romiley	Westbound	11817020	185	4	4	0
Sheffield	Liverpool Lime Street		Westbound	11817020	185	1	1	1 2
Cleethorpes	Sheffield	Rotherham Central	Westbound	11817020	185	1	0	0

1						2		
Service Group: EA02								
Service description: South Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Cleethorpes	Manchester Airport	Rotherham Masborough, Stockport	Westbound	11817020	185	1	0	0
Cleethorpes	Doncaster		Westbound	11817020	185	0	1	1
Doncaster	Liverpool Lime street	Rotherham Masborough, Stockport	Westbound	11817020	185	1	1	1
Sheffield	Manchester Airport	Huddersfield	Westbound	11817020	185	1	1	0
Sheffield	Cleethorpes		Eastbound	11817020	185	1	1	0

Service Group: Anglo-Scottish

1						2		
Service Group: EA07								
Service description: Anglo-Scottish						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Airport	Edinburgh Waverley	Farnworth Corridor, Shap, Carlisle and Kirknewton	Northbound	21730001	397	8	7	6
Manchester Airport	Glasgow Central	Farnworth Corridor, Shap, Carlisle and Beattock	Northbound	21730001	397	6	5	6
Manchester Airport	Glasgow Central	Shap, Carlisle and Beattock	Northbound	21730001	397	1	1	0
Manchester Piccadilly	Glasgow Central	Shap, Carlisle and Beattock	Northbound	21730001	397	1	0	0
Liverpool Lime Street	Glasgow Central		Northbound	21730001	185	3	3	3

1						2		
Service Group: EA07								
Service description: Anglo-Scottish						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Liverpool Lime Street	Oxenholme		Northbound	21730001	185	1	0	1
Edinburgh Waverley	Manchester Airport	Kirknewton, Carlisle, Shap and Farnworth Corridor.	Southbound	21730001	397	7	6	6
Edinburgh Waverley	Manchester Airport	Kirknewton, Carlisle and Shap	Southbound	21730001	397	1	1	0
Glasgow Central	Manchester Airport	Beattock, Carlisle, Shap and Farnworth Corridor.	Southbound	21730001	397	7	5	5
Glasgow Central	Manchester Airport	Beattock, Carlisle and Shap	Southbound	21730001	397	0	1	1
Lancaster	Manchester Airport	Farnworth Corridor	Southbound	21730001	397	1	1	0

1						2		
Service Group: EA07								
Service description: Anglo-Scottish						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Glasgow Central	Liverpool Lime Street		Southbound	21730001	185	3	3	3
Carlisle	Liverpool Lime Street		Southbound	21730001	185	1	1	1

Table 2.2: Additional Passenger Train Slots^{56th}**Service Group: North Transpennine – until 01:59 15th December 2024**

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Liverpool Lime Street	Hull	-	Eastbound	-21733000	185	2 ¹	2 ²	6 ³
Manchester Victoria	Hull		Eastbound	21733000	185	4	3	2 ⁴

¹ From the Principal Change Date 2024 the quantum will revert to 0

² From the Principal Change Date 2024 the quantum will revert to 0

³ From the Principal Change Date 2024 the quantum will revert to 0

⁴ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Airport	Middlesbrough	Manchester Victoria /Yarm	Eastbound	-21734000	185	4 ⁵	4 ⁶	2 ⁷
Manchester Airport	Saltburn	Manchester Victoria /Yarm	Eastbound	-21734000	185	2 ⁸	4 ⁹	3 ¹⁰

⁵ From the Principal Change Date 2024 the quantum will revert to 0

⁶ From the Principal Change Date 2024 the quantum will revert to 0

⁷ From the Principal Change Date 2024 the quantum will revert to 0

⁸ From the Principal Change Date 2024 the quantum will revert to 0

⁹ From the Principal Change Date 2024 the quantum will revert to 0

¹⁰ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Liverpool Lime Street	Newcastle	Manchester Victoria	Eastbound	21731000	802	4 ¹¹	2 ¹²	2 ¹³
Manchester Airport	Newcastle	-	Eastbound	21734000 21731000	185	0	0	4 ¹⁴
Manchester Piccadilly	Scarborough	Manchester Victoria	Eastbound	21732000 21734000	185	2 ¹⁵	2 ¹⁶	0
Manchester Airport	Scarborough	Manchester Victoria	Eastbound	21734000 21732000	185	0	4 ¹⁷	2 ¹⁸

¹¹ From the Principal Change Date 2024 the quantum will revert to 0

¹² From the Principal Change Date 2024 the quantum will revert to 0

¹³ From the Principal Change Date 2024 the quantum will revert to 0

¹⁴ From the Principal Change Date 2024 the quantum will revert to 0

¹⁵ From the Principal Change Date 2024 the quantum will revert to 0

¹⁶ From the Principal Change Date 2024 the quantum will revert to 0

¹⁷ From the Principal Change Date 2024 the quantum will revert to 0

¹⁸ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Airport	York	Manchester Victoria	Eastbound	21734000	185	0	0	2 ¹⁹
York	Newcastle	-	Eastbound	-21731000	802	4 ²⁰	4 ²¹	4 ²²
York	Saltburn	Yarm	Eastbound	-21734000	185	0	0	5 ²³
Newcastle	Edinburgh Waverley		Eastbound	21731000	802	7 ²⁴ 5	7 ²⁵ 5	6 ²⁶

¹⁹ From the Principal Change Date 2024 the quantum will revert to 0

²⁰ From the Principal Change Date 2024 the quantum will revert to 0

²¹ From the Principal Change Date 2024 the quantum will revert to 0

²² From the Principal Change Date 2024 the quantum will revert to 0

²³ From the Principal Change Date 2024 the quantum will revert to 0

²⁴ From the Principal Change Date 2024 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services only permitted to call at Reston.

²⁵ From the Principal Change Date 2024 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services only permitted to call at Reston.

²⁶ From the Principal Change Date 2024 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services only permitted to call at Reston.

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Huddersfield	York	Wakefield Kirkgate	Eastbound	21733000	185	6 ²⁷	6 ²⁸	6 ²⁹
Redcar	Saltburn		Eastbound	21734000	185	4 ³⁰	4 ³¹	4 ³²

²⁷ From the Principal Change Date 2024 the quantum will revert to 0.

²⁸ From the Principal Change Date 2024 the quantum will revert to 0.

²⁹ From the Principal Change Date 2024 the quantum will revert to 0.

³⁰ From the Principal Change Date 2024 the quantum will revert to 0.

³¹ From the Principal Change Date 2024 the quantum will revert to 0.

³² From the Principal Change Date 2024 the quantum will revert to 0.

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Hull	Huddersfield		Westbound	21733000	185	0	0	1 ³³
Hull	Manchester Piccadilly	-	Westbound	21730000	185	4 ³⁴	4 ³⁵	5 ³⁶
Hull	Liverpool Lime Street		Westbound	21730000	185	0	1 ³⁷	3 ³⁸
Hull	Manchester Victoria		Westbound	21730000	185	0	0	1 ³⁹
Middlesbrough	York	Yarm	Westbound	21734000	185	1 ⁴⁰	0	0

³³ From the Principal Change Date 2024 the quantum will revert to 0

³⁴ From the Principal Change Date 2024 the quantum will revert to 0

³⁵ From the Principal Change Date 2024 the quantum will revert to 0

³⁶ From the Principal Change Date 2024 the quantum will revert to 0

³⁷ From the Principal Change Date 2024 the quantum will revert to 0

³⁸ From the Principal Change Date 2024 the quantum will revert to 0

³⁹ From the Principal Change Date 2024 the quantum will revert to 0

⁴⁰ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Middlesbrough	Manchester Airport	Manchester Victoria — / Yarm	Westbound	21734000	185	1 ⁴¹	1 ⁴²	2 ⁴³
Saltburn	Manchester Airport	Manchester Victoria — / Yarm	Westbound	21734000	185	1 ⁴⁴	0 ⁴⁵	5 ⁴⁶
Saltburn	Manchester Victoria					0	0	1 ⁴⁷
Redcar	York	Yarm	Westbound	21734000	185	1 ⁴⁸	0	0

⁴¹ From the Principal Change Date 2024 the quantum will revert to 0

⁴² From the Principal Change Date 2024 the quantum will revert to 0

⁴³ From the Principal Change Date 2024 the quantum will revert to 0

⁴⁴ From the Principal Change Date 2024 the quantum will revert to 0

⁴⁵ From the Principal Change Date 2024 the quantum will revert to 0

⁴⁶ From the Principal Change Date 2024 the quantum will revert to 0

⁴⁷ From the Principal Change Date 2024 the quantum will revert to 0

⁴⁸ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Newcastle	Liverpool Lime Street	Manchester Victoria	Westbound	21731000	802	4 ⁴⁹	4 ⁵⁰	2 ⁵¹
Newcastle	Manchester Airport		Westbound	21731000 21734000	185	0	0	4
Scarborough	Manchester Airport	Manchester Victoria	Westbound	21732000 21734000	185	2 ⁵²	3 ⁵³	2 ⁵⁴

⁴⁹ From the Principal Change Date 2024 the quantum will revert to 0

⁵⁰ From the Principal Change Date 2024 the quantum will revert to 0

⁵¹ From the Principal Change Date 2024 the quantum will revert to 0

⁵² From the Principal Change Date 2024 the quantum will revert to 0

⁵³ From the Principal Change Date 2024 the quantum will revert to 0

⁵⁴ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Scarborough	Manchester Piccadilly	Manchester Victoria	Westbound	21732000	185	1 ⁵⁵	1 ⁵⁶	0
Scarborough	Manchester Piccadilly		Westbound	21734000	185	0	0	1 ⁵⁷
York	Manchester Airport	Manchester Victoria	Westbound	21734000	185	1 ⁵⁸	0	0
York	Liverpool Lime Street	Manchester Victoria	Westbound	21731000	802	0	1 ⁵⁹	0
Newcastle	York	-	Westbound	21731000	802	1 ⁶⁰	1 ⁶¹	0

⁵⁵ From the Principal Change Date 2024 the quantum will revert to 0

⁵⁶ From the Principal Change Date 2024 the quantum will revert to 0

⁵⁷ From the Principal Change Date 2024 the quantum will revert to 0

⁵⁸ From the Principal Change Date 2024 the quantum will revert to 0

⁵⁹ From the Principal Change Date 2024 the quantum will revert to 0

⁶⁰ From the Principal Change Date 2024 the quantum will revert to 0

⁶¹ From the Principal Change Date 2024 the quantum will revert to 0

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Edinburgh Waverley	Newcastle		Westbound	21731000	802	7 ⁶² 5	7 ⁶³ -5	6 ⁶⁴
York	Huddersfield	Wakefield Kirkgate	Westbound	-21733000	485	6 ⁶⁵	6 ⁶⁶	6 ⁶⁷

⁶² From the ~~Subsidiary Change Date 2024~~ Subsidiary Change Date 2025 quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston. One service only permitted to call at Cramlington and required to operate in diesel mode between Newcastle and Longniddry unless expressly agreed by Network Rail. A second service only permitted to call at Cramlington if expressly agreed by Network Rail prior to operation and required to operate in diesel mode between Newcastle and Longniddry unless expressly agreed by Network Rail.

⁶³ From the ~~Subsidiary Change Date 2024~~ Subsidiary Change Date 2025 quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston. One service only permitted to call at Cramlington and required to operate in diesel mode between Newcastle and Longniddry unless expressly agreed by Network Rail. A second service only permitted to call at Cramlington if expressly agreed by Network Rail prior to operation and required to operate in diesel mode between Newcastle and Longniddry unless expressly agreed by Network Rail.

⁶⁴ From the ~~Subsidiary Change Date 2024~~ Subsidiary Change Date 2025 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston. No services permitted to call at Cramlington.

⁶⁵ From the Principal Change Date 2024 the quantum will revert to 0.

⁶⁶ From the Principal Change Date 2024 the quantum will revert to 0.

⁶⁷ From the Principal Change Date 2024 the quantum will revert to 0.

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Edinburgh	Berwick-upon-Tweed		Southbound	21731000	802	2 ⁶⁸	2 ⁶⁹	0 ⁷⁰
Berwick-upon-Tweed	Edinburgh		Northbound	21731000	802	2 ⁷¹	2 ⁷²	0 ⁷³
York	Scarborough		Eastbound	21732000	185	0 ⁷⁴	6 ⁷⁵	6 ⁷⁶

⁶⁸ From the Subsidiary Change Date 2025 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston.

⁶⁹ From the Subsidiary Change Date 2025 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston.

⁷⁰ From the Subsidiary Change Date 2025 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston.

⁷¹ From the Subsidiary Change Date 2025 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston.

⁷² From the Subsidiary Change Date 2025 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston.

⁷³ From the Subsidiary Change Date 2025 the quantum will revert to 0. Required to operate in diesel mode between Chathill and Longniddry unless expressly agreed by Network Rail prior to operation. Seven services permitted to call at Reston.

⁷⁴ From the Subsidiary Change Date 2025 the quantum will revert to 0.

⁷⁵ From the Subsidiary Change Date 2025 the quantum will revert to 0.

⁷⁶ From the Subsidiary Change Date 2025 the quantum will revert to 0.

1						2		
Service Group: EA01								
Service description: North Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Scarborough	York		Westbound	21732000	185	0 ⁷⁷	6 ⁷⁸	6 ⁷⁹
Newcastle	Manchester Victoria		Westbound	21731000	802	1	1	1
Manchester Victoria	Newcastle		Eastbound	21731000	802	1	1	1

⁷⁷ From the Subsidiary Change Date 2025 the quantum will revert to 0.

⁷⁸ From the Subsidiary Change Date 2025 the quantum will revert to 0.

⁷⁹ From the Subsidiary Change Date 2025 the quantum will revert to 0.

Service Group: South Transpennine

1						2		
Service Group: EA02								
Service description: South Transpennine						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Liverpool Limestone	Cleethorpes	Stockport and Rotherham Masborough	Eastbound	11817020	185	1 ⁸⁰	0	2 ⁸¹
Manchester Piccadilly	Sheffield	Huddersfield	Eastbound	11817020	185	0	1 ⁸²	0
-Cleethorpes	Doncaster		Westbound	11817020	185	1 ⁸³	0	0
Cleethorpes	Sheffield	Rotherham Central	Westbound	11817020	185	0	0	1 ⁸⁴

⁸⁰ From the Principal Change Date 2024 the quantum will revert to 0

⁸¹ From the Principal Change Date 2024 the quantum will revert to 0

⁸² From the Principal Change Date 2024 the quantum will revert to 0

⁸³ From the Principal Change Date 2024 the quantum will revert to 0

⁸⁴ From the Principal Change Date 2024 the quantum will revert to 0

Service Group: Anglo-Scottish

1						2		
Service Group: EA07								
Service description: Anglo-Scottish						Passenger Train Slots		
From	To	Via	Description	TSC	Timing Load	Weekday	Saturday	Sunday
Manchester Piccadilly	Glasgow Central	Shap, Carlisle and Beattock	Northbound	21730001	397	0	1 ⁸⁵	0
Glasgow Central	Manchester Piccadilly	Beattock, Carlisle, Shap and Farnworth Corridor	Southbound	21730001	397	0	1 ⁸⁶	0

⁸⁵ From the Principal Change Date 2024 the quantum will revert to 0

⁸⁶ From the Principal Change Date 2024 the quantum will revert to 0

