

Devon Wall
Customer Manager
Network Rail
17 Penarth Road
Cardiff
CF10 5ZA

Alice Kaiser
Office of Rail and Road
25 Cabot Square,
London
WC2B 4AN

03 October 2025

Dear Alice

Network Rail representations for the 28th SA (Amalgamation of original S.22A's 28th, 31st and 32nd) Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited (NR) and Transport for Wales Rail Ltd (TfWRL) Limited dated 6th August 2020.

Purpose

This letter provides final representations from Network Rail Infrastructure Limited for the updated 28th Supplemental Agreement (SA) (amalgamates 28th, 31st and 32nd) submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail (NR) and Transport for Wales Ltd (TfWRL) dated 6th August 2020.

On 24 April 2024 ORR issued a letter to the industry on 'Competing and/or complex track access applications for December 2024, May 2025, and December 2025 timetable changes.

TfWRL in line with ORR's letter of 24 April submitted three S.22A applications, namely, 28th SA, 31st SA and 32nd SA. In line with the rest of the competing and / or complex applications Network Rail sent its representations to these applications by 28 June 2024. Our General Representation letter on West Coast Mainline dated 25 April 2025 is relevant to this application.

The three applications up until this letter have been assessed as separate applications and had their own Form P's and drafted SA's.

Since the original submission of these three applications in May 2024, not only have TfWRL made several amendments to each of those applications but also several S.22 applications both firm (non-interacting rights) and interim approach due to the number of changes TfWRL required to their access rights.

When NR started drafting the first of those three letters i.e. the 28th SA (as per its original submission), the interdependencies between the drafting of the three separate applications, the number of

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amendments TfWRL had made to those applications and the number of S.22 SA's had made the task of consolidating the changes against a baseline extremely complex. This occurred to the point where we could not identify what TfWRL were requesting in terms of access rights, when considering the baseline of the S.22A applications (draft access rights tables provided with applications) versus current rights versus proposed rights and the baseline used for each of the three applications was different. This highlighted the misalignment between the different sources of access right information. A further complication was that the applications were also amending rights for the same Service Groups, this includes both what was being proposed in those S.22A applications, and any amendments made under S.22.

Any S.22 changes approved by ORR would have been consolidated in the contract and therefore changed the baseline that TfWRL originally used to draft their SA's and access rights tables. Adding further to the difficulty of consolidating the baseline and what had been asked for, were the number of amendments to the S.22A applications made by TfWRL.

Therefore, whilst analysing the number access rights sought to draft the 28th SA final representation, and through discussion with ORR and TfWRL, it was agreed that it would be prudent for the three applications (28th SA, 31st SA, 32nd SA) to be combined into one application, which is the 28th SA.

For the purposes of this letter and to differentiate between the original 28th and this 28th application, the original 28th submitted by 20 May 2024 SA will be referred to as the 28th SA and this new combined application will be referred to as the "combined 28th application". Also, for the purposes of this letter, where we refer collectively to the three original separate 22A's (28th, 31st and 32nd) collectively they shall be referred to as "the three applications". In addition, any references to "this application" refers to the 28th combined application.

This representation builds upon the representations submitted by NR for the three applications on the 28 June 2024.

The purpose of this final representation is to provide ORR with NR's final position on this application (and the specific access rights within it) and will do so by providing facts, data, evidence to support our position.

NR can confirm that based on the facts, data and evidence outlined in this representation, it is supportive for part of this application subject to any comments, suggested amendments or specific issues highlighted in this representation. The details of the access rights sought can be found in the access rights sought section of the letter.

Where there are 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.

West Coast Main Line South General Representation Letters

NR sent General Representation letters for applications affecting the West Coast Main Line (WCML) South Fast Lines to you on 07 February 2025 and 25 April 2025.

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The evidence provided in the 25 April 2025 letter is relevant for TfWRL and we would ask ORR to take it into account when assessing this application.

We would like to highlight key points of the letter of 25 April 2025, which is more pertinent to this application, namely:

- 25 April 2025 Letter – Manchester Task Force (MTF) and Manchester Northwest Transformation Programme (MNTP).

Background of the Application and Network Rail Representations

TfWRL submitted the three applications to ORR in line with ORR's letter of 24 April 2024 to the industry on "Competing and/or complex track access applications for December 2024, May 2025, and December 2025 timetable changes".

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 these applications on 28 June 2024 where an initial view of the applications, Form P's and SA's was provided. On 22nd July 2024 TfWRL responded separately to the NR initial representations for each of the three applications.

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

Most of the rights in the three applications, were supported under Section 22 applications as either firm or contingent by using the Interim Approach and were applied for the December 2024 Timetable via the 35th and 36th SA's, and for the May 2025 Timetable via the 43rd SA. The rights that were supported as contingent in these applications currently have footnotes stating they will expire on the Principal Change Date 2025.

For information, the Track Access Contract expiry date was extended to the 1st of February 2028 in the 41st SA and has been approved by ORR.

TfWRL also applied for access rights in their original 20th of May 2024 applications that were not part of the interacting rights locations. These access rights were supported by NR and progressed in separate Section 22 applications and therefore support for these access rights are no longer required as they have already been progressed. Where this has occurred, we have highlighted it in this letter.

Network Rail Review of Form P and associated documents

NR in its Final representations for Competing and / or Complex applications has commented on Form P's and Supplementals and items they would like to raise.

In the three applications submitted TfWRL did provide a Form P and draft Supplemental and, although it was agreed to combine the three applications, an amended Form P and re-drafted SA were not provided to NR or ORR by TfWRL to reflect the combined 28th application. TfWRL still need to submit an updated Form P and draft Supplemental as agreed with ORR.

NR would also like to note that whilst TfWRL requested changes to their Calling Patterns in the three applications a new table 4.1 has not been provided for the 28th combined application. Therefore, it is imperative for all the reasons highlighted in this letter that NR is given an opportunity to review the

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draft supplemental aligned to ORR's directions of this application.

TfWRL did however, provide an amended draft Table 2.1 as part of the new combined application and is attached to this letter as Annex C. We would like to highlight to ORR that, whilst one of the reasons it was complicated to consolidate what rights were being sought, was due to the baseline changing significantly, TfWRL's amended table 2.1 (Annex C) for the combined 28th application, also uses an outdated version of the consolidated contract. Therefore, if amendments have since been made to the baseline used, the quantum uplifts shown in Annex C will not be accurate.

In order to identify these instances, NR has taken TfWRL's amended 2.1 table (Annex C) for the 28th combined application and compared it to the consolidated version of the contract dated 20th August 2025 and then compared table 2.1 in the three application's draft SA's. This made sure that the rights being requested had not been amended and were still in line with what had been requested initially. The comparison that NR undertook is attached to this representation letter as Annex D. The Annex D has also helped form the basis of Annex B which is a table which shows NR's position for each access right requested in the 28th combined application.

In the section below NR highlight's the following points from the Form P's, Draft Supplementals and Representation letters for the three applications. Comments on quantum of access rights sought are not included in this section and are detailed in the capacity section of this letter and in Annex D, as explained above.

Form P

- NR would like to acknowledge that TfWRL notified NR and ORR on 14 August, 13 September and 27 September 2024 via updated Form P's and amended Supplemental Agreements that the three applications had changed from the original applications submitted to ORR by 20 May 2024. ORR agreed to the changes to the applications and the amended versions can be found on ORR's website. NR would like ORR to note that any comments made on Form P's and Draft Supplementals in this section relate to the most recent amendments for those applications.
- TfWRL states "TfWRL does not require to submit an application for December 2025 as no relevant changes are envisaged at the moment". NR is aware of quantum changes for December 2025, because of TfWRL's D-40 submission, NR's review of access rights sought and a review of the December 2025 Timetable (TT). The details of these occurrences will be explained in more detail in the Access Rights Sought section. In addition to TfWRL's D-40 submission we are also aware of Train Operator Variation Requests (TOVRs) submitted by TfWRL post publishing of the New Working Timetable for December 2025. NR has provided a whole section on TOVRs in the Access Rights sought section of this letter confirming that we have not assessed those variations compared to this 28th combined application.
- TfWRL states "The expiry date of the existing TAC is 1st August 2025 which is during the currency of the May 2025 timetable." NR can now confirm the Track Access Contract expiry date was extended to the 1st February 2028 in the 41st SA and has been approved by ORR.
- In the 28th SA Form P it states "Since TfWRL's submission to ORR of this Section 22A application for December 2024, NR has prepared two supplemental agreements under Section 22 with the intention of selling to TfWRL certain of the access rights contained in this Section 22A application (some of which NR intends to sell with restrictions, such as being time limited for the duration of the December 2024 Timetable). These are the 35th and 36th SAs." NR can

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confirm that the 35th and 36th SA's were approved by ORR.

- In the 28th SA Form P it states, "Should the 35th SA and 36th SA be approved by ORR, TfWRL will remove from this Section 22A application any access rights in those approved supplemental agreements that a) are Firm Rights and b) are approved without ORR disapplying its usual policy of a strong presumption of the continuation of existing rights beyond the expiry of TfWRL's contract (currently 1 August 2025)." NR would like ORR to note that unfortunately TfWRL did not include those changes in the submission of their new Table 2.1 (Annex C) for the 28th combined application, hence the requirement to compare Annex C with the most recent consolidated contract and creating Annex D.
- The Form P for the 32nd SA states "TfWRL expects the commencement date of this supplemental agreement (which essentially seeks a roll-over of the existing/soon to be informally submitted HL05 access rights minus ORR's disapplication of its position on the continuation of access rights) to be 1 minute before the commencement date of the proposed 31st supplemental agreement (which introduces further changes to the HL05 Service Group to apply from May 2025)." NR would like ORR to note that this no longer applies as the three applications have now been combined into this application.

Draft Supplementals

All three applications made changes to Calling Patterns. Following the merge of the three applications into the 28th combined application we have not received an updated Table 4.1 - Calling Patterns. Without an updated table 4.1 and due to the number of amendments made both to the three applications originally and access rights amendments via S.22's the calling pattern tables provided in the original three applications will be out of date and therefore we have not been able to assess those original calling pattern requests. NR expects TfWRL in their representation in response to this letter, to clearly highlight for the access rights supported where a calling pattern change is required, which was in line with their original three applications drafted supplementals.

The Draft Supplemental for the 28th SA contained an addition of a new definition of Schedule 5 namely "RHTT Season" "RHTT Season" means the period of operation of the Rail Head Treatment Train which commences on 1 October and ends on the day before the Principal Change Date in each year." We also note that the drafted table 2.1 also contains a footnote relating to that definition which states "1 1 Passenger Train Slot shall not operate during RHTT Season." This footnote applies to HL02 (Winter) for 1 access right only for services from Cardiff Central to Maesteg. NR does not support the addition of this new definition for RHTT as:

- it is not in line with the Model Clause Contract;
- whilst we understand this definition has been added to provide the footnote for the Cardiff Central to Maesteg (applied to 1 access right only) service, we also believe that TfWRL no longer require that footnote as the footnote was added on the basis that TfWRL were seeking an addition 2 SX rights and we only support 1; and

therefore, please also see the section on HL02 Access Rights Sought and partially supported for these access rights.

The Draft Supplementals for the 28th SA and 31st SA make changes to service group tables namely HL02, HL04, HL07, and HL08, which are Winter and Summer. NR would like ORR to note that the 43rd SA merged these tables and instead differentiate the summer and winter amendments by indicating the season certain rights apply to. In addition, when TfWRL provided the table 2.1 for the 28th combined

application they again used the tables that labelled Winter and Summer separately to make amendments to rights instead of how it is expressed in the contract following the amendment via the 43rd SA.

Access rights sought

NR, as part of its assessment of this and other applications, has used the timetable for December 2025 as a key reference for its representations (i.e. the timetable as at D-40 - after Priority Date Notification Statement (PDNS) submission and the New Working Timetable 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 timetable, NR has received Train Operator Variation Requests (TOVRs) from TfWRL (and other operators) to make amendments to some of their train slots for the December 2025 New Working Timetable - 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 Timetable.

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 Timetable 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 timetable.

In this section, we will provide a position by Service Group on what has or has not been supported in terms of access rights sought in this 28th combined application.

The Annex B which shows the access rights sought (is formed used Annex C and Annex D) in this application, has been used to provide the narrative of NR's position for each access right. Annex B provides the following information:

- Service Group;
- Origin;
- Destination;
- Access Rights quantum change Sought by TfWRL by SX, SO SU;
- Access Rights quantum total change as will be expressed in the Track Access Contract (TAC) if supported as requested;
- Access Rights expected in line with December 2025 TT;
- Comments / Notes – This field goes into the detail of what is and is not supported for each line of entry;
- There are four columns which show whether NR Fully supports, partially supports, does not support and where access rights have not been sought but NR would like ORR to note, for e.g. where TfWRL has not requested enough access rights to facilitate what is expected in December 2025.

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The commentary we provide for each Service Group in this section (based on what is in Annex B) will be categorised by:

- Fully supported
- Partially Supported
- Not Supported; and
- Access Rights not sought in this application but ORR to note where operator will hold too many rights or not enough to deliver the December 2025 TT.

NR for ease of clarification has below defined those four categories as follows:

- *Fully Supported* – The access right(s) are fully supported as sought in this application as they are in line with what is expected for December 2025. These are highlighted in Green in Annex B.
- *Partially Supported* – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in the application is not as expected by NR for December 2025 TT. These are highlighted in Light Blue in Annex B.
- *Not Supported* - Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for **all of the rights** being requested in application is not as expected by NR for December 2025 TT. These are highlighted in Red in Annex B.
- *Access Rights not sought in this application but ORR to note* - TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. These entries were omitted from that Annex C and NR would like ORR to be aware when directing that these rights are still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain them. This definition also applies to scenarios where TfWRL has not requested additional rights but in our assessments have identified that the Operator either does not hold enough rights or holds too many rights and in which NR expects an additional application or relinquishment to have the correct rights for December 2025 TT. For any relinquishments of surplus access rights required, these have been highlighted in Pink in Annex B. For any additional access rights required, these have been highlighted in Grey in Annex B.

Prior to detailing our position on each of the access rights sought by Service Group we would like to highlight key findings which pertain to certain service groups or types of access rights (for e.g. Summer Services) as follows:

- Summer Services

TfWRL have requested several access rights for their Summer only services and these relate to the May 2026 timetable and are therefore out of scope of ORR's original 24th of April 2024 letter. Therefore, any requests for increases in TfWRL Summer only access rights will not be supported by NR in this application. These access rights and services will be picked up through another application to commence from May 2026. Until this time, NR are only comfortable to support the current base level of TfWRL's Summer only access rights. The Summer rights applied for in the combined 28th SA are clearly marked in the "no support" column in Annex B

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and additional comments are also provided along with a reason provided for the type of support or no support.

These are as follows:

Service Group	From:	To:	Line Description:	Weekday	Sat	Sun
HL02 (Summer)	Carmarthen	Fishguard Harbour	2.2.1	1	0	0
HL02 (Summer)	Carmarthen	Milford Haven	2.2.2	0	0	2
HL02 (Summer)	Carmarthen	Swansea	2.2.3	0	0	2
HL02 (Summer)	Fishguard Harbour	Carmarthen	2.2.5	1	2	0
HL02 (Summer)	Milford Haven	Carmarthen	2.2.8	0	0	5
HL02 (Summer)	Swansea	Carmarthen	2.2.10	0	-2	1
HL02 (Summer)	Carmarthen	Pembroke Dock	2.2.17	0	0	0
HL02 (Summer)	Pembroke Dock	Carmarthen	2.2.18	0	0	1
HL02 (Summer)	Pembroke Dock	Swansea	2.2.19	0	0	3
HL02 (Summer)	Swansea	Pembroke Dock	2.2.20	0	0	4
HL02 (Summer)	Whitland	Pembroke Dock	2.2.23	0	0	-1
HL02 (Summer)	Carmarthen	Tenby	2.2.25	2	1	3
HL02 (Summer)	Tenby	Carmarthen	2.2.26	0	0	4
HL02 (Summer)	Shrewsbury	Swansea	2.3.1	0	0	1
HL02 (Summer)	Swansea	Shrewsbury	2.3.2	0	0	1
HL02 (Summer)	Cardiff Central	Swansea	2.5.2 Fast (DMU)	0	0	1
HL04 (Summer)	Chester	Shrewsbury	4.1.6.1 (DMU)	0	0	4
HL04 (Summer)	Machynlleth	Aberystwyth	4.2.7	0	0	1
HL04 (Summer)	Shrewsbury	Aberystwyth	4.2.8	1	1	1
HL04 (Summer)	Machynlleth	Pwllheli	4.3.3	0	0	1
HL04 (Summer)	Pwllheli	Machynlleth	4.3.4	0	0	1
HL07 (Summer)	Blaenau Ffestiniog	Llandudno	7.1.1	0	0	-2
HL07 (Summer)	Llandudno	Blaenau Ffestiniog	7.1.3	0	0	-2
HL07 (Summer)	Llandudno	Llandudno Junction	7.1.4	0	0	4
HL07 (Summer)	Llandudno Junction	Llandudno	7.1.6	0	0	-2
HL08 (Summer)	Bangor	Chester	8.1.1	0	0	1
HL08 (Summer)	Chester	Holyhead	8.1.7.1 (DMU)	0	0	1
HL08 (Summer)	Holyhead	Chester	8.1.12.1 (DMU)	0	0	3
HL08 (Summer)	Holyhead	Crewe	8.1.14	0	0	1
HL08 (Summer)	Chester	Manchester Airport	8.2.2	0	-1	0
HL08 (Summer)	Llandudno	Chester	8.2.6	-1	0	0
HL08 (Summer)	Manchester Airport	Chester	8.2.9	-2	-2	0
HL08 (Summer)	Manchester Airport	Llandudno Junction	8.2.20	0	1	0

- Service Group HL05 – Removal of Footnotes in Table 2.1 dating rights

In Service Group HL05, TfWRL was not seeking any additional quantum of access rights in this application. TfWRL were only seeking the removal of footnotes for access rights currently in the

contract dated to expire at the start of the December 2025 TT. TfWRL want these footnotes removed and the relevant access rights to apply until the contract end date. The rights to which this request applies to have been highlighted in amber in the Annex B. The reason why these footnotes were added originally was due to the interactions at Cardiff Central Station with a Section 17 application submitted in October 2023 prior to the Complex / Competing Applications. Network Rail supports the removal of the footnotes and therefore, supports these rights as firm until expiry of contract. For clarification TfWRL have not sought any changes to the quantum of rights held in this service group in this application.

- Service Group HL06 – Timing Loads

In Service Group HL06 TfWRL have taken lines of entry in the existing table 2.1 and split the access rights out to reflect different Timing Loads i.e. DMU and Loco. NR does not support the splitting out of Access rights as it is not in line with paragraph 2.1 of Schedule 5 of the Track Access Contract which states “The Train Operator has Firm Rights to the number of Passenger Train Slots in the Working Timetable in respect of a Service Group as listed against each Service specified in Table 2.1 on the Days and within the Peak and Off-Peak times so listed using any Specified Equipment included in paragraph 5.1(a) that is capable of achieving the Timing Load shown. If the Train Operator makes an Access Proposal, or relies on a Rolled Over Access Proposal, to operate any of the Services specified in Table 2.1 using Specified Equipment that is not capable of achieving the Timing Load shown, then the rights will be treated as Contingent Rights for the purposes of Part D of the Network Code do not need to have separate lines of entry for all the different rolling stock they run for that service.”. The support of this request, would reduce the importance of this paragraph which is in line with the Model Clause Contract, which allows NR to consider the impact of Timing Loads which are slower than the Timing Loads agreed at the time of NR’s support of an access right and which allows for paths submitted under Part D to be contingent if they do not meet those timings originally supported.

Network Rail’s position of Access Rights Sought

As stated previously, in this section we will provide NR’s position on each of the Service Groups and access rights sought in this application for those Groups. Annex B is the source of information used to provide the commentary on our position. In turn, Annexes C and D are what were used to develop and populate Annex B. These Annexes are all points of reference for this section.

Please note that TfWRL have only sought changes in table 2.1. of Schedule 5 of the Track Access Contract and no changes in table 2.2. In addition, as previously stated, TfWRL have not in their updated 28th combined application provided an amended Table 4.1 as originally drafted in the supplementals of the three original applications.

Service Group HL02 West Wales

This Service Group serves West Wales.

Fully Supported

The below access rights are fully supported as sought in this application as they are in line with what is expected for December 2025:

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- Carmarthen to Milford Haven; Description No. 2.2.2; access rights sought in this application – **additional** 1SX. However, there are currently not enough access rights in TfWRL's TAC to cover the additional access right requested. An additional application will need to be submitted to make sure that there are enough access rights in the TAC.
- Fishguard Harbour to Carmarthen; Description No. 2.2.5; access rights sought in this application – **reduction** of 1SX, **reduction** of 3SO.
- Carmarthen to Cardiff Central; Description No. 2.2A.2; access rights sought in this application – **additional** 1SX, **additional** 1SO.
- Cardiff Central to Swansea; Description No. 2.5.2.2 Fast (loco); access rights sought in this application – **additional** 1SX, **additional** 1SO.
- Cardiff Central to Bridgend; Description No. 2.5.3; access rights sought in this application – **reduction** of 5SX; **reduction** 5SO.
- Swansea to Cardiff Central; Description No. 2.5.5.2; access rights sought in this application – **additional** 1SX, **additional** 1SO.
- Llanelli to Cardiff Central; Description No. 2.5.6; access rights sought in this application – **additional** 1SX, **additional** 1SO.

Partially Supported

- Cardiff Central to Maesteg; Description No. 2.1.1; access rights sought in this application – additional 2SX access rights, additional 2SO access rights, additional 4SU access rights. **Network Rails Position:** NR **supports** 1SX of the additional 2SX access rights requested as firm to align with what is expected in December 2025. NR **supports** 1SO of the additional 2SO access rights requested as firm to align with what is expected in December 2025. NR **supports** 1SU of the additional 4SU access rights requested as firm to align with what is expected in December 2025. NR also notes that the drafted table 2.1 also contains a footnote relating to HL02 (Winter) only for 1 access right for services from Cardiff Central to Maesteg, which states “¹ 1 Passenger Train Slot shall not operate during RHTT Season.”. Network Rail does not support the addition of the footnote for the Cardiff Central to Maesteg (applied to 1 access right only) service, as we believe that TfWRL no longer require that footnote, as the footnote was added on the basis that TfWRL were seeking an addition 2 SX rights and we only support 1. NR has also stated in an earlier section that it does not support the inclusion of the Definition RHTT Season in Schedule 5 of the TAC.
- Maesteg to Cardiff Central; Description No. 2.1.2; access rights sought in this application – additional 1SX access rights, additional 1SO access rights, additional 3SU access rights. **Network Rails Position:** NR **supports** the additional 1SX and 1SO access rights requested as firm to align with what is expected for December 2025 TT. The request for an additional 3SU rights is **not supported** as there are currently 8SU firm rights in the TAC which matches with what is expected for December 2025 TT.

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- Carmarthen to Swansea; Description No. 2.2.3; access rights amendment sought in this application – reduction of 8SX access rights, reduction of 7SO access rights. No access rights sought for SU. **Network Rails Position:** NR only **supports** the reduction of 6SX access rights instead of 8SX as requested, as currently there are 9SX firm rights in the TAC and a reduction of 6SX would result in the correct total quantum of 3SX access rights which aligns with what is expected for December 2025 TT. NR **supports** the reduction of 7SO access rights to align with what is expected in December 2025 TT.
- Fishguard Harbour to Swansea; Description No. 2.2.7; access rights sought in this application – additional 2SX access rights, additional 4SO access rights. No access rights sought for SU. **Network Rails Position:** NR **supports** 1SX of the additional 2SX access rights requested as firm to align with what is expected in December 2025 TT. NR **does not support** the additional 4SO access rights requested as these additional access rights are not what is expected for December 2025 TT.
- Swansea to Carmarthen; Description No. 2.2.10; access rights amendments sought in this application – reduction of 1SX access right, reduction of 6SO access rights. No access rights amendments sought for SU. **Network Rails Position:** NR **supports** the reduction of 1SX access right. However, NR expects TFWRL to also either through their representation letter to ORR or via Part J relinquish another 1SX firm right as the expectation for December 2025 is that they only require 4SX access rights but currently hold 6 in their contract. **Network Rails Position:** NR **supports** the reduction of 5SO access rights only and does not support a reduction of 6SO access rights as requested in this application
Currently there are 9SO firm rights in the TAC and a reduction of 5SO would result in the correct quantum of rights in the TAC to align with what is expected for December 2025 TT.
- Swansea to Fishguard Harbour; Description No. 2.2.11; access rights sought in this application – additional 2SX access rights, additional 4SO access rights. No access rights sought for SU. **Network Rails Position:** NR **supports** the additional 2SX access rights requested as firm to align with what is expected for December 2025 TT. NR **supports** 3SO of the additional 4SO access rights requested as firm to align with what is expected in December 2025 TT.
- Cardiff Central to Carmarthen; Description No. 2.2A.1; access rights sought in this application – additional 2SX access rights, additional 1SO access right. No access rights sought for SU. **Network Rails Position:** NR **supports** only 1SX of the additional 2SX access rights requested as firm to align with what is expected in December 2025 TT. NR **does not support** the additional 1SO access right requested as this additional access right is not what is expected for December 2025 TT.
- Cardiff to Swansea, Description No. 2.5.1 Slow; access rights sought in this application – additional 1SX, additional 2SO, additional 2SU. **Network Rails Position:** NR **supports** the additional 1SX access right requested as firm to align with what is expected in December 2025 TT. NR **supports** the additional 2SO access rights requested as firm to align with what is expected for December 2025 TT. NR **does not support** the additional 2SU access rights requested as these additional access rights are not what is expected for December 2025 TT.

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- Cardiff Central to Swansea; Description No. 2.5.2 Fast (DMU); access rights sought in this application – additional 1SX, additional 1SO. No access rights sought for SU. **Network Rails Position:** NR **does not support** the additional 1SX requested as a total of 11SX access rights are expected for December 2025 TT. In addition, TfWRL currently have 12SX access rights and only require 11SX access rights. Therefore, NR would expect TfWRL to either through their representation letter to ORR or via Part J relinquish another 1SX firm rights as per the expectation for December 2025 TT. NR **supports** the additional 1SO requested as firm to align with what is expected in December 2025 TT.
- Cardiff Central to Bridgend; Description No. 2.5.3.1; access rights amendments sought in this application – reduction of 6SX access rights, reduction of 4SO access rights. No access rights sought for SU. **Network Rails Position:** NR **supports** a reduction of 5SX access rights as opposed to a reduction of 6SX, as currently there are 6SX firm rights in the TAC and -5SX would give the result in the correct quantum of 1SX access right which aligns with what is expected for December 2025 TT. NR **supports** the reduction of 3SO access rights as opposed to a reduction of 4SO, as currently there are 4SO firm rights in the TAC and -3SO would result in the correct quantum of 1SO access right which aligns with what is expected for December 2025 TT.
- Swansea to Bridgend; Description No. 2.5.4 Slow; access rights sought in this application – additional 3SX access rights, reduction of 1SO access right. No access rights sought for SU. **Network Rails Position:** NR **supports** the additional 3SX access rights requested which aligns with what is expected for December 2025 TT. NR **does not support** the reduction of 1SO access right as there are currently 12SO firm access rights in TfWRL's TAC and 13SO rights are expected for December 2025 TT. Therefore, NR expects TfWRL to submit an application for an additional 1SO access right to align the TAC with what is expected in the December 2025 TT.
- Swansea to Cardiff Central; Description No. 2.5.5.1 Fast (DMU); access rights sought in this application – additional 2SX access rights, additional 5SO access rights. No access rights sought for SU. **Network Rails Position:** NR **does not support** the additional 2SX requested as a total of 11SX are expected for December 2025 TT and TfWRL currently hold 12SX rights in their TAC. Therefore, NR would expect TfWRL to either through their representation letter to ORR or via Part J relinquish another 1SX firm rights as per the expectation for December 2025 TT. NR **supports** 2SO of the additional 5SO access rights requested as firm to align with what is expected in December 2025 TT.

Not supported

- Milford Haven to Carmarthen; Description No. 2.2.8; access rights amendments sought in this application – reduction of 2SX access rights. No access rights sought for SO and SU. **Network Rails Position:** NR **does not support** the reduction of 2SX access right as there are currently 3SX firm access rights in the TAC which matches with what is expected for December 2025 TT.
- Milford Haven to Swansea; Description No. 2.2.9; access rights sought in this application – additional 2SX access rights, additional 2SO access rights. No access rights sought for SU. **Network Rails Position:** NR **does not support** the additional 2SX access rights and **does not support** the additional 2SO access rights as these additional access rights are not what is expected for December 2025 TT.

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- Swansea to Milford Haven; Description No. 2.2.13; access rights sought in this application – additional 1SO access right. No access rights sought for SX and SU. **Network Rails Position:** NR **does not support** the additional 1SO access right as this additional access right is not what is expected for December 2025 TT.
- Pembroke Dock to Swansea; Description No. 2.2.19; access rights sought in this application – additional 2SU access rights. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 2SU access rights as these additional access rights are not what is expected for December 2025 TT.
- Carmarthen to Pembroke Dock; Description No. 2.2.24; access rights sought in this application – additional 2SU access rights. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 2SU access rights as these additional access rights are not what is expected for December 2025 TT.

Support not requested but ORR to note in its direction

- Carmarthen to Milford Haven; Description No. 2.2.2.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Carmarthen to Swansea; Description No. 2.2.3.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required to remain in the TAC although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Fishguard Harbour to Carmarthen; Description No. 2.2.5.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required to remain in the TAC although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Carmarthen to Swansea; Description No. 2.2.7.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Milford Haven to Carmarthen; Description No. 2.2.8; no access rights sought in this

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application. However, in our assessment of this access right, we have identified that there are currently not enough SU access rights in the TAC to match the total of 3SU access rights expected for December 2025 TT. An application for an additional 2SU access rights needs to be submitted to ensure that there are enough access rights in the TAC.

- Milford Haven to Carmarthen; Description No. 2.2.8.1; access rights not sought but for ORR to note in its directions that TfwRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required to remain in the TAC although TfwRL's version of table 2.1 (Annex C) does not contain it.
- Milford Haven to Swansea; Description No. 2.2.9; no access rights sought in this application. However, in our assessment of this access right, we have identified that there are currently not enough SU access rights in the TAC to match the total of 4SU access rights expected for December 2025 TT. An application for an additional 1SU access right needs to be submitted to ensure that there are enough access rights in the TAC.
- Milford Haven to Carmarthen; Description No. 2.2.9.1; access rights not sought but for ORR to note in its directions that TfwRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfwRL's version of table 2.1 (Annex C) does not contain it.
- Swansea to Carmarthen; Description No. 2.2.10.1; access rights not sought but for ORR to note in its directions that TfwRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required to remain in the TAC although TfwRL's version of table 2.1 (Annex C) does not contain it.
- Carmarthen to Fishguard Harbour; Description No. 2.2.11.1; access rights not sought but for ORR to note in its directions that TfwRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfwRL's version of table 2.1 (Annex C) does not contain it.
- Carmarthen to Fishguard Harbour; Description No. 2.2.11.2; access rights not sought but for ORR to note in its directions that TfwRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfwRL's version of table

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2.1 (Annex C) does not contain it.

- Swansea to Milford Haven; Description No. 2.2.13; no access rights sought in this application. However, in our assessment of this access right, we have identified that there are currently not enough SX access rights in the TAC to match the total of 9SX access rights expected for December 2025 TT. An application for an additional 1SX access right needs to be submitted to ensure that there are enough access rights in the TAC.
- Swansea to Milford Haven; Description No. 2.2.13.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Carmarthen to Milford Haven; Description No. 2.2.13.2; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Carmarthen to Pembroke Dock; Description No. 2.2.17.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required to remain in the TAC although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Pembroke Dock to Carmarthen; Description No. 2.2.18.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required to remain in the TAC although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Carmarthen to Tenby; Description No. 2.2.25.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required to remain in the TAC although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Cardiff Central to Swansea; Description No. 2.5.2 Fast (DMU); access rights not sought but relinquishment of surplus access rights required. There are currently too many SU rights in TfWRL's TAC. We expect TfWRL to either through their representation letter to ORR or via Part

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J relinquish 1SU firm right as the expectation for December 2025 is that they only require 13SU rights but currently hold 14SU firm rights in their contract.

- Cardiff Central to Swansea; Description No. 2.5.2.2 Fast (loco); no access rights sought in this application. However, in our assessment of this access right, we have identified that there are currently not enough SU access rights in the TAC to match the total of 2SU access rights expected for December 2025 TT. An application for an additional 2SU access right needs to be submitted to ensure that there are enough access rights in the TAC.
- Swansea to Cardiff Central; Description No. 2.5.4 Slow; access rights not sought but relinquishment of surplus access rights required. There are currently too many SU rights in TfWRL's TAC. We expect TfWRL to either through their representation letter to ORR or via Part J relinquish 1SU firm right as the expectation for December 2025 is that they only require 1SU right but currently hold 2SU firm rights in their contract.
- Swansea to Cardiff Central; Description No. 2.5.5.1 Fast (DMU); access rights not sought but relinquishment of surplus access rights required. There are currently too many SU rights in TfWRL's TAC. We expect TfWRL to either through their representation letter to ORR or via Part J relinquish 3SU firm rights as the expectation for December 2025 is that they only require 11SU rights but currently hold 14SU firm rights in their contract.
- Swansea to Cardiff Central; Description No. 2.5.5.2 Fast (loco); no access rights sought in this application. However, in our assessment of this access right, we have identified that there are currently not enough SU access rights in the TAC to match the total of 2SU access rights expected for December 2025 TT. An application for an additional 2SU access right needs to be submitted to ensure that there are enough access rights in the TAC.

Service Group HL03 Cardiff to Gloucestershire and Ebbw Vale

This Service Group serves Cardiff to Gloucestershire and Ebbw Vale.

Fully Supported

The below access rights are fully supported as sought in this application as they are in line with what is expected for December 2025:

- Gloucester to Cardiff Central; Description No. 3.1.3; access rights sought in this application - **reduction** of 4SX access rights.
- Cardiff Central to Gloucester; Description No. 3.1.4; access rights sought in this application - **reduction** of 4SX access rights.

Partially Supported

- Cheltenham Spa to Cardiff Central; Description No. 3.1.1; access rights sought in this application – additional 4SX access rights and an additional 5SU access right. No access rights sought for SO. **Network Rails Position:** NR **supports** 2SX of the additional 4SX access rights requested as firm to align with what is expected in December 2025 TT. The request for an additional 5SU rights is **not supported** as there are currently 6SU firm rights in the TAC which matches with what is expected for December 2025 TT.
- Cardiff Central to Cheltenham Spa; Description No. 3.1.2; access rights sought in this

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application – additional 4SX access rights, additional 2SO access rights, and an additional 5SU access right. **Network Rails Position:** NR **supports** 1SX of the 4SX access rights requested as firm to align with what is expected for December 2025 TT. The request for an additional 2SO access rights is **not supported** as there are currently 16SO access rights in the TAC which matches with what is expected for December 2025 TT. The request for an additional 5SU access rights is **not supported** as there are currently 6SU firm access rights in the TAC which matches with what is expected for December 2025 TT.

- Cardiff Central to Ebbw Vale Town; Description No. 3.2.1; access rights sought in this application – additional 1SX access right, additional 1SO access right, and a reduction of 2SU access rights. **Network Rails Position:** NR **supports** the additional 1SX and 1SO access rights requested as firm to align with what is expected for December 2025 TT. NR **does not** support the reduction of 2SU access rights as there are currently 3SU firm access rights in the TAC which matches with what is expected for December 2025 TT.

Not supported

- Newport to Cardiff Central; Description No. 3.1.5; access rights sought in this application – additional 3SX access rights and an additional 4SO access right. No access rights sought for SU. **Network Rails Position:** NR **does not support** the additional 3SX and **does not support** the additional 4SO as these additional access rights are not what is expected for December 2025 TT.
- Cardiff Central to Newport; Description No. 3.1.6; access rights sought in this application – additional 2SX access rights and an additional 2SO access right. No access rights sought for SU. **Network Rails Position:** NR **does not support** the additional 2SX and **does not support** the additional 2SO as these additional access rights are not what is expected for December 2025 TT.
- Cardiff Central to Ebbw Vale Town; Description No. 3.2.1.1; access rights sought in this application – additional 7SU access rights. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 7SU as these additional access rights are not what is expected for December 2025 TT.
- Ebbw Vale Town to Cardiff Central; Description No. 3.2.2.2; access rights sought in this application – additional 5SU access rights. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 5SU as these additional access rights are not what is expected for December 2025 TT.

Support not requested but for ORR to note in its direction

- None.

HL04 Birmingham to Shrewsbury and beyond

This Service Group serves Birmingham to Shrewsbury services and beyond

Fully Supported

The below access rights are fully supported as sought in this application as they are in line with what

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is expected for December 2025:

- Birmingham International to Chester; Description No. 4.1.2; access rights sought in this application – **reduction** of 1SO access right.
- Chester to Shrewsbury; Description No. 4.1.6.2 (loco); access rights sought in this application – **additional** 1SX.
- Shrewsbury to Chester; Description No. 4.1.10.2 (loco); access rights sought in this application – **additional** 1 SX.

Partially Supported

- Birmingham New Street to Shrewsbury; Description No. 4.1.3; access rights sought in this application – **additional** 2SO. NR supports the quantum requested but only as contingent, for one year, without the presumption of continuity, and not as firm until TAC expiry as sought for in this application, for the reasons outlined in the Birmingham section of this letter.
- Birmingham International to Shrewsbury; Description No. 4.1.3.1; access rights sought in this application – **additional** 1SX, **additional** 3SU. NR supports the quantum requested but only as contingent, for one year, without the presumption of continuity, and not as firm until TAC expiry as sought for in this application, for the reasons outlined in the Birmingham section of this letter.
- Chester to Birmingham International; Description No. 4.1.4; access rights amendments sought in this application – reduction of 2SX access rights. No access rights sought for SO and SU. **Network Rails Position:** NR **supports** the reduction of 1SX access right as currently there are 7SX firm rights in the TAC and -1SX would result in the correct quantum of rights in the TAC which aligns with what is expected for December 2025 TT.
- Chester to Shrewsbury; Description No. 4.1.6.1 (DMU); access rights sought in this application – additional 2SX access rights, additional 2SO access rights, additional 2SU access rights. **Network Rails Position:** NR **supports** the additional 2SX and 2SO access rights requested as firm to align with what is expected for December 2025 TT. NR **does not support** the additional 2SU access rights as there are currently 2SU firm access rights in the TAC which matches with what is expected for December 2025 TT.
- Shrewsbury to Birmingham International; Description No. 4.1.9; access rights sought in this application – additional 1SX access right, additional 1SO access right, additional 1SU access right. **Network Rails Position:** NR **supports** the additional 1SX and 1SO access rights requested but only as contingent, for one year, without the presumption of continuity, and not as firm until TAC expiry as sought for in this application, for the reasons outlined in the Birmingham section of this letter. In addition, there are currently not enough access rights in TfWRL's TAC to deliver what is expected in the December 2025 TT. TfWRL need to submit an additional application to ensure that they are captured in TfWRL's TAC for the December 2025 TT. NR **does not support** the additional 1SU access rights as there are currently 3SU firm access rights in the TAC which matches with what is expected for December 2025 TT.
- Shrewsbury to Chester; Description No. 4.1.10.1 (DMU); access rights sought in this application – additional 1SX access right, additional 3SU access rights. No access rights sought for SO. **Network Rails Position:** NR **supports** the additional 1SX access right requested as firm to

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match what is expected for December 2025 TT. NR **does not support** the additional 3SU access rights as there are currently 3SU firm access rights in the TAC which matches with what is expected for December 2025 TT.

- Shrewsbury to Aberystwyth; Description No. 4.2.8; access rights sought in this application – additional 2SX access rights, additional 2SO access rights. No access rights sought for SU. **Network Rails Position:** NR **supports** the additional 1SX of the 2SX requested as firm to match what is expected for December 2025 TT. NR **supports** the additional 1SO of the 2SO requested as firm to match what is expected for December 2025 TT.

Not supported

- Shrewsbury to Wrexham General; Description No. 4.1.13; access rights sought in this application – additional 5SU access rights. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 5SU access rights as these additional access rights are not what is expected for December 2025 TT.
- Aberystwyth to Birmingham New Street; Description No. 4.2.2; access rights sought in this application – additional 1SO access right. No access rights sought for SX and SU. **Network Rails Position:** NR **does not support** the additional 1SO access right as this additional access right is not what is expected for December 2025 TT.
- Birmingham New Street to Aberystwyth; Description No. 4.2.6; access rights sought in this application - additional 1SO access right. No access rights sought for SX and SU. **Network Rails Position:** NR **does not support** the additional 1SO access right as this additional access right is not what is expected for December 2025 TT.
- Machynlleth to Aberystwyth; Description No. 4.2.7; access rights sought in this application - additional 1SU access right. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 1SU access right as this additional access right is not what is expected for December 2025 TT.
- Barmouth to Machynlleth; Description 4.3.1; access rights sought in this application - additional 1SX access right, additional 1SO access right. No access rights sought for SU. **Network Rails Position:** NR **does not support** the additional 2SX and 1SO access rights as these additional access rights are not what is expected for December 2025 TT.
- Machynlleth to Barmouth; Description No. 4.3.2; access rights sought in this application – additional 1SX access right, additional 1SO access right. No access rights sought for SU. **Network Rails Position:** NR **does not support** the additional 2SX and 1SO access rights as these additional access rights are not what is expected for December 2025 TT.

Support not requested but ORR to note in its direction

- Welshpool to Aberystwyth; Description 4.2.7.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was omitted from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does

not contain it.

HL05 Valley Lines and Cardiff Local Services -

- In Service Group HL05, TfWRL is not seeking any additional quantum of access rights in this application. TfWRL are only seeking the removal of footnotes for access rights currently in the contract dated to expire at the start of the December 2025 Timetable. TfWRL want these footnotes removed and the relevant access rights to apply until the contract end date. The rights to which this request applies to have been highlighted in amber in the Annex B. The reason why these footnotes were added was due to the interactions at Cardiff Central Station as part of the Complex / Competing Applications and at the time we were aware of a competing aspiration from a New Operator who has now withdrawn their application. Network Rail supports the removal of the footnote therefore supports these rights as firm until expiry of contract. For clarification TfWRL have not sought any changes to the quantum of rights held in this service group in this application. These rights have been highlighted in Annex B in Amber.

HL06 Marches Mainline

This Service Group serves the Marches Mainline.

Fully Supported

The below access rights are fully supported as sought in this application as they are in line with what is expected for December 2025:

- Crewe to Shrewsbury; Description No. 6.1.1; access rights sought in this application – ***additional*** 3SX, ***additional*** 2SO.
- Shrewsbury to Crewe; Description No. 6.1.2; access rights sought in this application - ***additional*** 1SX.
- Cardiff Central to Crewe; Description No. 6.2.1; access rights sought in this application - line 6.2.1 will be renumbered to 6.2.1.1. Therefore line 6.2.1 will be removed from table 2.1 in Schedule 5 and the 2SX and 1SU access rights from this line will move to line 6.2.1.1.
- Cardiff Central to Crewe; Description No. 6.2.1.1 (197 DMU); access rights sought in this application – ***additional*** 4SX, ***additional*** 3SO, ***additional*** 1SU.
- Cardiff Central to Shrewsbury; Description No. 6.2.4.2 (loco); access rights sought in this application – ***additional*** 1SX.
- Crewe to Cardiff Central; Description No. 6.2.5.2 (loco); access rights sought in this application – ***additional*** 1SX.
- Manchester Piccadilly to Shrewsbury; Description No. 6.2.10; access rights sought in this application – ***additional*** 1SX.
- Shrewsbury to Cardiff Central; Description No. 6.2.12.2 (loco); access rights sought in this application – ***additional*** 1SX.

Partially Supported

- Cardiff Central to Hereford; Description No. 6.2.2; access rights sought in this application – additional 1SX, additional 1SU. No access rights sought for SO. **Network Rails Position:** NR **supports** 1SX access right requested as firm to align with what is expected in December 2025. The request for an additional 1SU access right is **not supported** as there is currently 1SU access right in the TAC which matches with what is expected for December 2025 TT.
- Cardiff Central to Shrewsbury; Description No. 6.2.4.1 (DMU); access rights sought in this application – a reduction of 4SX, additional 1SO, additional 2SU. **Network Rails Position:** NR **supports** the reduction of 4SX access rights, and the additional 1SO access right as firm to align with what is expected in December 2025. The request for an additional 2SU access rights is **not supported** as there are currently 3SU firm access rights in the TAC which matches with what is expected for December 2025 TT.
- Crewe to Cardiff Central; Description No. 6.2.5.1 (DMU); access rights sought in this application – a reduction of 2SX, additional 1SU. No access rights sought for SO. **Network Rails Position:** NR **supports** the reduction of 2SX access rights to align with what is expected in December 2025. The request for an additional 1SU access right is **not supported** as there are currently no firm SU access rights in the TAC which matches with what is expected for December 2025 TT.
- Shrewsbury to Cardiff Central, Description 6.2.12.1 (DMU); access rights sought in this application – additional 1SX, additional 2SO, additional 2SU. **Network Rails Position:** The request for an additional 1SX access right is **not supported** as there are currently 10SX firm access rights in the TAC which matches with what is expected for December 2025. NR **supports** 1SO of the additional 2SO access rights requested as firm to align with what is expected in December 2025. NR **supports** the additional 2SU access rights as firm to align with what is expected in December 2025.

Not supported

- Cardiff Central to Manchester Piccadilly; Description 6.2.3.1 (DMU); access rights sought in this application – reduction of 8SX access rights, reduction of 7SO access rights. No access rights sought for SU. In this request TfWRL are seeking to create a new line of entry for the same access rights but with a new description number (although the calling pattern is the same) to reflect a different timing load. Access rights do not need to have separate lines of entry for all the different rolling stock they run for that service. **Network Rails Position:** NR **does not support** the reduction of 8SX access rights and 7SO access rights.
- Cardiff Central to Manchester Piccadilly; Description 6.2.3.2 (loco); access rights sought in this application – additional 8SX access rights, additional 7SO access rights. No access rights sought for SU. In this request TfWRL are seeking to create a new line of entry for the same access rights but with a new description number (although the calling pattern is the same) to reflect a different timing load. Access rights do not need to have separate lines of entry for all the different rolling stock they run for that service. **Network Rails Position:** NR **does not support** the additional 8SX access rights and additional 7SO access rights.
- Manchester Piccadilly to Cardiff Central; Description 6.2.8.1(DMU); access rights sought in this application - reduction of 8SX access rights, reduction of 7SO access rights. No access rights sought for SU. In this request TfWRL are seeking to create a new line of entry for the same

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access rights but with a new description number (although the calling pattern is the same) to reflect a different timing load. Access rights do not need to have separate lines of entry for all the different rolling stock they run for that service. **Network Rails Position:** NR does not support the reduction of 8SX access rights and 7SO access rights.

- Manchester Piccadilly to Cardiff Central; Description 6.2.8.2 (loco); access rights sought in this application - additional 7SX access rights, additional 7SO access rights. No access rights sought for SU. In this request TfWRL are seeking to create a new line of entry for the same access rights but with a new description number (although the calling pattern is the same) to reflect a different timing load. Access rights do not need to have separate lines of entry for all the different rolling stock they run for that service. **Network Rails Position:** NR does not support the additional 7SX access rights and additional 7SO access rights.
- Shrewsbury to Cardiff Central; Description 6.1.12.3 (150 DMU); access rights sought in this application – additional 1SX access right. No access rights sought for SO and SU. **Network Rails Position:** NR does not support the additional 1SX access right as this additional access right is not what is expected for December 2025 TT.

Support not requested but ORR to note in its direction

- None.

HL07 North Wales Branches

This Service Group serves the North Wales Branches

Fully Supported

- None.

Partially Supported

- None.

Not supported

- Blaenau Ffestiniog to Llandudno; Description No. 7.1.1; access rights sought in this application – reduction of 1SU access right. No access rights sought for SX and SO. **Network Rails Position:** NR does not support the reduction of 1SU access right as there are currently 4SU firm access rights in the TAC which matches with what is expected for December 2025 TT.
- Llandudno to Blaenau Ffestiniog; Description No. 7.1.3; access rights sought in this application - reduction of 1SU access right. No access rights sought for SX and SO. **Network Rails Position:** NR does not support the reduction of 1SU access right as there are currently 4SU firm access rights in the TAC which matches with what is expected for December 2025 TT.
- Llandudno to Llandudno Junction; Description No. 7.1.4; access rights sought in this application – additional 1SU access right. No access rights sought for SX and SO. **Network Rails Position:** NR does not support the additional 1SU access right as this additional access right is not what is expected for December 2025 TT.
- Llandudno Junction to Llandudno; Description No. 7.1.6; access rights sought in this

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application - additional 1SU access right. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 1SU access right as this additional access right is not what is expected for December 2025 TT.

- Bidston to Wrexham General; Description 7.2.5; access rights sought in this application - reduction of 1SU access right. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the reduction of 1SU access right as there are currently 3SU firm access rights in the TAC which matches with what is expected for December 2025 TT.

Support not requested but for ORR to note in its direction

- None.

HL08 North Wales Interurban

This Service Group serves North Wales Interurban services

Fully Supported

- The below access rights are fully supported as sought in this application as they are in line with what is expected for December 2025: Manchester Airport to Chester; Description No. 8.2.9; access rights sought in this application – **reduction** of 1SX access right, **reduction** of 1SO access right.
- Manchester Airport to Llandudno; Description No. 8.2.10; access rights sought in this application – **reduction** of 2SO access rights.
- Bangor to Manchester Airport; Description No. 8.2.18; access rights sought in this application – **reduction** of 1SO access right.
- Manchester Airport to Bangor; Description No. 8.2.21; access rights sought in this application – **reduction** of 1SO access right.

Partially Supported

- None.

Not supported

- Crewe to Holyhead; Description No. 8.1.10; access rights sought in this application - additional 1SU access right. No access rights sought for SX and SO. **Network Rails Position:** NR **does not support** the additional 1SU access right as this additional access right is not what is expected for December 2025 TT.
- Llandudno to Manchester Airport; Description No. 8.2.7; access rights sought in this application - additional 1SX access right. No access rights sought for SO and SU. **Network Rails Position:** NR **does not support** the additional 1SX access right as this additional access right is not what is expected for December 2025 TT.
- Holyhead to Manchester Airport; Description No. 8.2.16; access rights sought in this application – additional 2SO access rights. No access rights sought for SX and SU. **Network Rails Position:** NR **does not support** the additional 2SO access rights as these additional access

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rights are not what is expected for December 2025 TT.

- Manchester Airport to Holyhead; Description No. 8.2.19; access rights sought in this application – additional 3SO access rights. No access rights sought for SX and SU. **Network Rails Position:** NR does not support the additional 3SO access rights as these additional access rights are not what is expected for December 2025 TT.
- Manchester Airport to Llandudno Junction; Description No. 8.2.20; access rights sought in this application – additional 2SO access rights. No access rights sought for SX and SU. **Network Rails Position:** NR does not support the additional 2SO access rights as these additional access rights are not what is expected for December 2025 TT.

Support not requested but ORR to note in its direction

- Chester to Holyhead; Description No. 8.1.7.1; access rights not sought but relinquishment of surplus access rights required. There are currently too many SU rights in TfWRL's TAC. We expect TFW to either through their representation letter to ORR or via Part J relinquish 2SU firm rights as the expectation for December 2025 is that they only require 3SU rights but currently hold 5SU firm rights in their contract.
- Holyhead to Chester; Description No. 8.2.16.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Chester to Holyhead; Description No. 8.2.19.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain it.
- Chester to Llandudno Junction; Description No. 8.2.20.1; access rights not sought but for ORR to note in its directions that TfWRL's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was **omitted** from that Annex C and NR would like ORR to be aware when directing that this access right is still required for the December 2025 TT although TfWRL's version of table 2.1 (Annex C) does not contain it.

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. In our original representation to ORR dated 28 June 2024, we highlighted our approach to assessing areas of

Operational, Infrastructure and Performance Risk and how we intended to explore mitigations.

Congested Infrastructure

As demonstrated in our representation of 07 February 2025 NR will not be able to accommodate all applications seeking capacity on the WCML Fast Lines for the December 2025 timetable and beyond. As the declaration of congested infrastructure made in May 2020 remains active, NR will not be reissuing a further declaration of congested infrastructure.

On 9 July 2024, NR issued, “Early Indicator of Likely Congestion” notices in relation to the following sections of the North West & Central network:

- Acton Lane feeding area
- Washwood Heath / Willenhall feeding area
- Crewe / Weaver feeding area

These Early Warning Indicator notices related to the impact of capability constraints on known or likely applications for electric traction capacity.

The only location which is relevant to this application from those Early Indicators of Likely Congestion is Crewe / Weaver, however the early warning is not relevant to the access rights sought at Crewe as TfWRL only run diesel trains on that route.

Capacity

Annex B details NR’s position on each of the access rights sought in this 28th combined application. Where NR has supported the access rights sought, the services aligned to the access rights that have been accommodated into the December 2025 timetable, unless noted otherwise.

Timetable paths aligned to rights included in the TfWRL 28th combined application conflict with timetable paths aligned to rights not supported by NR in the Section 17 and 22As submitted to ORR by 20 May 2024 below. The rights not supported in these applications were for reasons unrelated to the TfWRL application and have been narrated in the relevant individual final representations, namely:

- Freightliner Intermodal Ltd (FLIM) 26th SA - Network Rail provided final representations on 11 April 2025.
- Freightliner Heavy Haul Ltd (FLHH) 26th SA - Network Rail provided final representations on 04 July 2025.
- FLHH 27th - Network Rail provided final representations on 15 July 2025.
- FLHH 28th - Network Rail provided final representations on 11 April 2025. The Operator has since withdrawn this application.
- East Coast Trains Limited S.17 (Lumo North West) - Network Rail provided final representations on 09 May 2025. ORR published their rejection of this application on 03 July 2025.
- Virgin Management Limited S. 17- Network Rail provided final representations on 09 May 2025. ORR published their rejection of this application on 03 July 2025.
- The Wrexham, Shropshire & Midlands Railway Company Limited S. 17 - Network Rail provided final representations on 09 May 2025. ORR published their rejection of this application on 03 July 2025.

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- Alliance Rail Limited S.17 - Network Rail provided final representations on 28 March 2025. Alliance Rail have subsequently withdrawn this application.

December 2024 Timetable Change

The TfWRL December 2024 Timetable change on the Wales and Cross-Border (WCB network, excluding the Cardiff Valley route) was one of the biggest changes to the timetable in Wales since 2005. It was underpinned by sustainable investment in brand new rolling stock dedicated to Wales and is the cornerstone of Welsh government's policy to encourage more sustainable travel.

Welsh government and TfWRL set bold targets to transform the WCB network, with improved journey times and more frequent trains with almost a completely new Wales fleet. The WCB timetable was delivered by NR advanced timetable team for the Wales event steering group which had been running since 2020.

The key benefits implemented were:

- New standard hour timetable with services operating hourly or two-hourly;
- Sectional running time changes to offer up better journey times due to the implementation of 197 fleet;
- Improved performance and build in resilience with improved turnaround times, fewer attaching and de-attaching moves, less through working of unit diagrams to reduce reactionary delays;
- Increase in fleet size which has provided greater capacity with additional services and longer formations; and Journey time reduction was at the heart of December 2024 timetable change which TfWRL and NR has been achieved.

Further to the above and following the implementation of the December 2024 Timetable the below performance assessment provides narrative on performance specific to Wales and where the improvements highlighted above have resulted in an improvement in performance.

As of Period 7 in Operating Year 2025/26, the combined punctuality of trains within TfWRL service groups has measured a peak of 90.4% On-Time-to-3 and a rising MAA of 77.3%, rising from an MAA of 76.8% in 2024/25 Period 10 - demonstrating the increasing resilience of services across the December 2024 and May 2025 WTT. The improved level of On-Time-to-3 Metric (OTT3) can be attributed to workstreams within the Operating Plan, which had been completed in time for the May 2025 WTT - notably Sectional Running Time (SRT) amendments along North Wales and the South Wales commuter belt, revised shunting operations at Carmarthen, trials across the 'High Summer' season for heavily-loaded services and closer interrogation to the planning of Short Term Planned (STP) services.

The Operating Plan of the HL05 Service Group covering the Core Valley Lines has been transformed with the full introduction of the Class 756 fleet, improved overtime at stations for peak time loading through the increased carriage capacity and faster acceleration speeds.

Across the Cambrian (HL04) and Inter Urban North Wales (HL08) service groups, we have witnessed improvements to the OTT3 Metric both at an MAA and Periodic level. Both service groups are driven by seasonal demand, with large increases in ridership through the 'High Summer' weeks to destinations at Barmouth, Aberystwyth, Betws-y-Coed, Rhyl and Llandudno. By comparing performance against the previous comparable timetable week (Period 4 in FY2024/25 in the June '23)

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we have seen a 3% increase with a 75.2% score against a 73.2% OTT3 MAA. Even when comparing the quieter winter season to the peak summer season, performance has improved from 73.9% in December 2024 to 75.6% in August 2025. These improvements have been driven by strategic short-term actions to bolster performance without compromising on end-to-end journey times or published arrival or departure times within the public timetable. Through collaboration with TfW, agreements were made to amend timetabling allowances within schedules, enabling longer dwells at stations and recovering any lost time between stations. The trial has been seen as a success, and the outputs are being carried through the May 2026 WTT for wider introduction. A similar approach has been prompted on the Conwy Valley line between Llandudno Jn and Blaenau Ffestiniog supporting the punctuality for the communities at Betws-y-Coed, Blaenau Ffestiniog and Llanwrst, without affecting end-to-end journey times.

There are challenges within with the Operating Plan for HL02 Service Group following rebalancing of sectional running times, triggering a rising trend of OTT3 Failures between Swansea and Carmarthen. TfW have confirmed they are committed to resolving this in the December 2025 WTT through a TOVR (Train Operator Variation Request) and the full tranche of amended SRTs will be available for use in the May 2026 WTT. Work to recover performance continues and there is a further performance improvement expected in the current May 2025 WTT following the re-signalling programme throughout West Wales, due to be completed in November 2025. The commitment to amend timetables by December 2025 WTT between these locations and is seen as a joint effort through the Timetable Performance Group between Network Rail and Operators, with progress being reviewed through prescribed periodic meetings between all TOCs and FOCS - and at Local Railway Groups across Wales & Borders Route.

To assess the performance of the timetable, a new approach to measuring timetable adherence was established to support trend analysis this cannot always be witnessed through regulatory measures, such as the On-Time-to-3 metric. The analysis was based on the 'Median Lateness against Booked WTT Time' at key locations across service groups - This approach can also be defined as returns within the 50th percentile, eradicating spurious returns and outliers that can impact traditional Mean averages when a lesser sample size is taken.

A Performance Sub-Committee was established and is working well with added senior scrutiny of decisions of introduction of new services, the on-time to groups also have additional geographical focus and the continue to identify actual and future risks to performance.

Wales Taskforce

Following the introduction of the December 2024 Timetable the Taskforce has been delivering and will continue to deliver on its actions. Below are some of those key actions:

- Post implementation review of December 2024 and May 2025 Working Timetable (WTT) published, and recommendations outlined following joint industry discussion of findings, creating our plan for the December 2025 timetable.
- Sectional Running Time (SRT) amendments between Cardiff Central – Bridgend – Maesteg have been implemented in May '25 WTT with an improvement being witnessed along the South Wales Local Area. Further SRT amendment trials underway along Llandudno - Blaenau Ffestiniog branch line and between Machynlleth – Pwllheli to bring resilience throughout summer. If successful, these will be accelerated into the December '25 WTT. Additional time input into schedules between Swansea and Fishguard Harbour from December to reflect realistic running times.

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- Advanced Timetable project completed for December '25 WTT submission by TOCs to utilise Moorland Road crossover on approach to Cardiff Central, reducing congestion through regulation at Long Dyke Jn.
- May '25 Post Implementation Review was published in first week of July, following the same process as taken with the Dec '2024 WTT implementation. The report will be shared with TOC colleagues to agree on the outputs and a series of recommendations will be published in agreement with those TOCs.
- We will assess the performance of the timetable by measuring the change in subthreshold delay, the median lateness against booked WTT time (timetable adherence) and On-Time-to-3 regulatory measure.
- Those recommendations will be progressed via the dedicated Wales & Borders Route Timetable Taskforce group which is attended by a cross-section of industry colleagues.
- Our challenge has been to agree timescales required to bring about a change with our TOC and FOC stakeholders whilst balancing the requirements of industry growth plans (e.g. North Wales Coast recast, Chester – Wrexham). We have a strong agreement between ourselves and our key stakeholders to make these changes in a phased fashion, whilst also meeting the original goal of the Timetable Taskforce (reducing subthreshold delay by 10,000 minutes in the Dec 25 WTT).

Cardiff Central

Due to the large number of commitments and aspirations in the short and long term for the immediate Cardiff area, the Network Rail Strategic Planning team are carrying out a prioritised piece of strategic advice for Cardiff, bringing all these aspirations together and holistically assessing the overall impact on Capacity in a phased approach.

As an initial phase for this work, a report was produced to help support some of the immediate concerns around performance at Cardiff Central. This was carried out alongside industry stakeholders and has since been circulated. The timetable interventions due for implementation in the December 2025 WTT will be monitored and evaluated, with a conclusive report being drafted for February 2026 by the Wales & Borders Timetable Performance Group

We continue to work with a wide range of stakeholders which does include Train Operating Companies, Freight Operating Companies, Transport for Wales authority and Welsh Government. Varying commitments and aspirations, all at various stages in the funding lifecycle, will be used to test capacity trade-offs in several Indicative Train Service Specifications (ITSS) in the next phases of the study. As part of the preparatory work for these phases, several meetings have already been held with operators and TfWRL has been a part of those conversations.

Stakeholder sessions have been held in February and July 2025, with a further session scheduled for the 7th October 2025. These have all had a vast range of stakeholders invited (c.50) from across the industry and have provided an opportunity to update stakeholders on the analysis to date, as well as likely trade-offs which will be required for later service aspirations. Specific deep-dive workshops have also been held to discuss platform 0 and specific timetabling considerations.

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Each stakeholder session has provided an opportunity to update stakeholders on both the capacity analysis provided by the Advanced Timetable Team (ATT) and the economic analysis which follows for each ITSS phase.

The next steps are as follows (all dates are indicative):

- Capacity analysis of ITSS all phases completed: End of September 2025.
- Final report: January 2026.
- Continued stakeholder forums to be arranged during 2025.

Summary of Recommendations relating to Cardiff Central

The following recommendations are outputs of this workstream and will aim to be implemented for the December 2025 and/or May 2026 timetables respectively.

Recommendation	Date
Aligned industry response to sub-threshold delay to be implemented	Ongoing
Address long-term platform 0 resolution, aligning with CCEP proposals for platform extension and widening	By 2030
Services using platforms 3 and 4 to cross at Moorland Road Junction	December 2025
Increase Brickyard sidings SRTs to reflect accurate manoeuvre timings	December 2025
Support TfWRL with the fleet introduction of all vehicle classes	Ongoing
Development of platform split project proposals, identifying funding and operational requirements to progress with system display updates in ARS and TRUST	December 2026 (subject to investigation of system capability and cost)

These proposals will require consistent monitoring over the coming timetable changes to evidence demonstrable performance-related benefits and the likely next steps following implementation will be to undertake performance analysis to define the long-term value of these outputs. A further Cardiff Capacity Stakeholder Forum will be scheduled to talk through any updates to these workstreams, followed by regular forums over the coming months. These activities do not impact our position on rights within this application, as detailed in this representation, operating in the Cardiff area.

Gloucester

The Gloucester area is highly constrained, and any application for this area also needs consideration of services via Cheltenham, which bypass it, but interact with the wider Gloucester area. Service levels are limited by the complex interacting crossing movements at Gloucester Yard Junction, Gloucester Barnwood Junction, Gloucester station area and the shunt move required at Cheltenham for services terminating there. The long-distance nature of many of the passenger and freight services in this area further restrict flexibility due to the need to align with paths through Bristol, South Wales and the West Midlands.

To assist in informing on capacity, Network Rail have assessed the number of conflicting moves between the December 2024 timetable and the assessment database being used to complete

timetable capacity analysis to support the Complex/Competing Rights workstream. The exercise demonstrates:

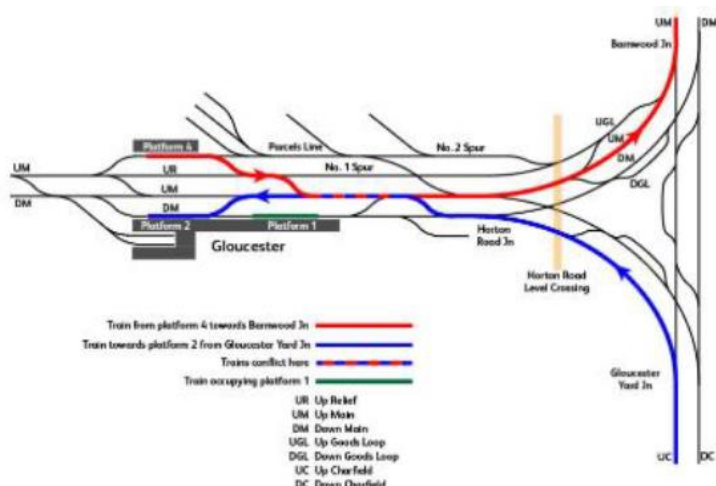
- A slight increase in potentially conflicting moves at Gloucester Yard Junction
- More significant increase of 11% at Barnwood Junction and 7% at Horton Road Junction
- Increase in movements across Horton Road level crossing would also be a concern (currently c.330 per day)

Comparison of Gloucester area conflicting movements

	December 2024	With IR applications
Barnwood Jn Down Main towards Gloucester	91	101
Gloucester Yard Jn Up Main from Gloucester	60	61
Horton Road Jn from Barnwood Jn and towards Gloucester Yard Jn	151	162

In addition to the conflicting routings referred above, there are many other constraints in the Gloucester area: -

1. Restricted routing of services at the east end of the station results in conflicts when platform 1 is occupied (Figure 1). This can constrain the availability of paths for example from the Barnwood Jn direction towards Severn Tunnel Jn when a route via platform 1 is not available.
- Platform length limitations affect platforming of longer Intercity Express Train (IET) formations. This restricts the ability to flex passenger services to facilitate paths for additional freight services.
 - Services terminating and shunting at Cheltenham Spa restrict capacity to / from the West Midlands for both passenger and freight services.
 - Severn Tunnel Junction layout also impacts on availability of paths towards Gloucester for both passenger and freight services.



2. Frequency increases affecting Gloucester are envisaged by the promoters of both the MetroWest and the South Wales Metro projects. We published our Greater Bristol rail strategic study in February 2023, with recommendations for this interacting major nearby area, including consideration of the Bristol to Gloucester route.

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As the quantum of rights in this application is a reduction to that which are currently held, there are no concerns regarding Horton Road Level Crossing.

In addition, whilst all the narrative regarding Gloucester is applicable to this application (as TfWRL run services at that location), NR does not have any concerns with the access rights sought in this 28th combined application, as it will not impact on Capacity. The reason for this is that the total quantum of access rights held by TfWRL, if ORR were to direct in line with this representation, it would result in a quantum held by TfWRL which is less than what they currently hold today. This can be seen in more detail in Annex B by what has been requested in terms of access rights in this application.

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. This resulted in a reformulation of pan Manchester timetables to remove train services that could not be operated practicably to maintain the overall operational integrity of these critical corridors. The timetable today still reflects this approach, with the timetable structure and quantum produced in the December 2022 Concept Train Plan for December 2022.

Network Rail emphasises that strategic planning for the current and future timetable structure in Manchester is founded on this approach to capacity utilisation, at least until infrastructure capacity is increased in Configuration State 3 when the approach will be reviewed. This does not yet have fully agreed delivery funding. Appendix B of the West Coast South General Representation summarises the approach taken for the December 2022 timetable Manchester Recast. This includes the performance impacts and conclusions to reduce the number of services in central Manchester and the work to consult the changes which resulted in the removal of direct connectivity from Sheffield to Manchester Airport, the removal of North TransPennine connectivity (West Yorkshire, Newcastle) to Manchester Airport, removal of Wigan and Southport connectivity to South Manchester and reduced capacity on the CLC Route via Warrington. Work is now focused on delivering infrastructure interventions to support robust increase in services in the 2030s through MNTP.

Manchester Northwest Transformation Programme (MNTP)

MNTP Configuration State (CS) 2 is the next phase due to be implemented in 2026 which will support performance improvement across Manchester North and Calder Valley services. The following infrastructure will be delivered:

- Salford Crescent additional platform
- Wigan – Bolton electrification
- East of Victoria turnback
- Oldfield Road turnback

Even with this level of infrastructure investment, there is only a minor increase in service level between Manchester Victoria and Salford Central Platforms 1 and 2.

This will lead to a benefit to performance through the splitting of longer services groups across Manchester Victoria. With the additional benefit of decarbonisation through the ability to operate EMUs following completion of the electrification schemes.

MNTP Configuration State 3 which includes infrastructure interventions at Manchester Oxford Road and Manchester Airport is the first release of capacity on both the Castlefield Corridor and Ordsall

Chord. This is the point when there is robust capacity in Manchester for additional services and an expected improvement to central Manchester performance. Consultations have commenced on Manchester Oxford Road scheme design with planned construction in the early 2030s however, yet this remains unfunded.

Manchester - Rights Sought in this application

TfWRL in their 28th combined application, has requested an amendment to existing rights, where TfWRL are seeking to split their rights for services between Cardiff Central and Manchester Piccadilly on a weekday and Saturday to show different timing loads i.e. DMU and Loco hauled. For clarity, TfWRL didn't bid for any additional services in or out of Manchester Piccadilly for December 2025. NR in the access rights sought section has stated that is not supportive of this change as the splitting out of Access rights for different timing loads is not in line with paragraph 2.1 of Schedule 5 of the Track Access Contract and would remove the flexibility this clause in the contract provides.

The one additional 'service' to Llandudno for TfWRL does not represent an additional Train Slot because TfWRL have surrendered two access rights between Manchester Airport and Llandudno (replaced with access rights between Manchester Airport and other North Wales destinations). For HL08 Service Group, TfWRL have surrendered one access right between Llandudno Jn and Llandudno overall. Since submitting the application TfWRL have received instruction from Welsh Government on how to proceed with our access rights requirements for the Wrexham-Bidston line. TfWRL have shared their proposals with NR.

TfWRL have replaced some access rights that start or terminate at Manchester with others e.g. on a Saturday Holyhead to Manchester Airport access right replaces a Bangor to Manchester Airport access right. This does not represent additional capacity between Chester and Manchester.

Birmingham

In this application TfWRL are also seeking access rights amendments in the Birmingham Area. NR highlights in this letter specific performance concerns in the Birmingham area, related to TfWRL services, which is one of the key interacting locations identified in ORR's letter of 24 April 2024.

As well as there being performance concerns around Birmingham New Street, NR would also like to highlight that there is uncertainty around capacity at Birmingham New Street and the impact of wider timetable changes in the future. Camp Hill is a new line of route opening on Central Route which brings with it the introduction of new services and stations, which are planned to run in the December 2025 Timetable. Previous performance modelling, which had been commissioned by both NR and West Midlands Trains, now includes either outdated assumptions due to the time lapse between the modelling being undertaken and today, or any of the recent modelling hadn't considered amended and newer aspirations from other Passenger and Freight Operators. NR would like to understand the actual performance impact of the combined introduction of new services and service changes from December 2025. NR would like to retain flexibility to manage the operations around this effectively, and therefore is only supportive of rights on a contingent basis for a period of 1 year, without the presumption of continuity.

NR has undertaken an assessment of the rights being sought within the 28th combined SA and performance in the Birmingham area and this section provides commentary on that performance assessment of existing services aligned to rights within the 28th SA combined application for the Birmingham area.

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Performance at Birmingham New Street (BHM) in May 2025 is below the national weekday On Time Working Timetable (WTT) performance, 64.0% Nationally compared to 47.6% at BHM. Performance at BHM for TfWRL had an On Time of TfWRL 37.8%, compared to TfWRL's overall average of 64.4%.

Performance of TfWRL services at Birmingham New Street can be seen in the table below. This data relates to TfWRL services which have operated at Birmingham New Street between 19th May and 19th September 2025 over 75 times (column: count). The data is split by Weekday, Saturday (SA) and Sunday (SU).

		OT	T-3	T-5	Count
WD	1J - Birmingham International to Aberystwyth	27.0 %	58.8 %	77.9 %	430
	1D - Birmingham International to Holyhead	39.9 %	74.3 %	89.1 %	421
	1I - Holyhead to Birmingham International	41.2 %	62.6 %	72.9 %	420
	1I - Chester to Birmingham International	47.2 %	62.9 %	73.6 %	159
	1D - Birmingham International to Chester	31.0 %	62.7 %	76.6 %	158
	1I - Shrewsbury to Birmingham International	60.3 %	77.7 %	83.5 %	121
	1J - Birmingham International to Shrewsbury	59.5 %	80.2 %	89.7 %	116
	1I - Crewe to Birmingham International	23.5 %	53.9 %	74.5 %	102
	1J - Birmingham New Street to Aberystwyth	17.9 %	51.2 %	72.6 %	84
	1D - Birmingham International to Llandudno	27.2 %	64.2 %	82.7 %	81
	1G - Holyhead to Birmingham New Street	34.7 %	56.0 %	77.3 %	75
SU	1I - Chester to Birmingham International	42.9 %	67.0 %	73.6 %	91
	1D - Birmingham International to Chester	50.5 %	69.2 %	83.5 %	91
	1I - Aberystwyth to Birmingham International	36.7 %	62.2 %	76.7 %	90
	1J - Birmingham International to Aberystwyth	44.8 %	82.8 %	94.3 %	87
SA	1J - Birmingham International to Aberystwyth	32.2 %	73.6 %	87.4 %	87
	1I - Holyhead to Birmingham International	21.3 %	51.3 %	67.5 %	80
	1I - Aberystwyth to Birmingham International	40.5 %	63.3 %	78.5 %	79
	1D - Birmingham International to Holyhead	32.9 %	60.8 %	81.0 %	79

Table 1: TfWRL performance at Birmingham New Street by flow

TfWRL have a weekday On Time WTT% of 54.5% at Birmingham International, compared to an average On Time WTT% of 64.4%. Performance of TfWRL services at Birmingham International can be seen in the table below. This data relates to TfWRL services which have operated at Birmingham International between 19th May and 19th September 2025 over 75 times (column: count). The data is split by Weekday, Saturday (SA) and Sunday (SU).

		OT	T-3	T-5	Count
WD	1I - Aberystwyth to Birmingham International	41.0 %	69.5 %	84.0 %	512
	1J - Birmingham International to Aberystwyth	61.2 %	80.2 %	93.0 %	430
	1D - Birmingham International to Holyhead	72.7 %	89.5 %	96.2 %	421
	1I - Holyhead to Birmingham International	41.0 %	68.1 %	84.0 %	407
	1I - Chester to Birmingham International	48.4 %	76.7 %	89.9 %	159
	1D - Birmingham International to Chester	62.7 %	81.0 %	90.5 %	158
	1I - Shrewsbury to Birmingham International	50.4 %	76.5 %	89.9 %	119
	1J - Birmingham International to Shrewsbury	64.7 %	87.1 %	94.0 %	116
	1I - Crewe to Birmingham International	49.0 %	87.0 %	92.0 %	100
	1D - Birmingham International to Llandudno	60.5 %	85.2 %	93.8 %	81
SU	1D - Birmingham International to Chester	76.9 %	84.6 %	92.3 %	91
	1I - Chester to Birmingham International	56.8 %	70.5 %	87.5 %	88
	1I - Aberystwyth to Birmingham International	46.6 %	73.9 %	85.2 %	88
	1J - Birmingham International to Aberystwyth	73.6 %	90.8 %	96.6 %	87
SA	1J - Birmingham International to Aberystwyth	72.4 %	92.0 %	94.3 %	87
	1D - Birmingham International to Holyhead	57.0 %	78.5 %	94.9 %	79
	1I - Aberystwyth to Birmingham International	56.4 %	75.6 %	88.5 %	78
	1I - Holyhead to Birmingham International	32.5 %	63.6 %	80.5 %	77

Table 2: TfWRL performance at Birmingham International by flow

As a result of the analysis for the Birmingham Area, NR is able to support the rights in this application that either travel through, depart or terminate at Birmingham New Street and / or Birmingham International on a contingent basis for two timetable periods from December 2025, with no presumption of continuity, rather than the firm basis TfWRL are seeking in this 28th combined Application. This decision is driven by the performance concerns over TfWRL services that operate to/from Birmingham New Street and Birmingham International as well as considering the uncertainty around performance once the Camp Hill route opens. Supporting the rights as contingent for one year allows time for NR and Operators to work collaboratively to improve performance.

Conclusion

In this representation letter NR have confirmed that we support in part the access rights sought in this 28th combined application.

NR has explained in this letter that since the original submission of the three applications in May 2024, not only have TfWRL made several amendments to each of those applications but also several S.22 applications both firm (non-interacting rights) and interim approach due to the number of changes TfWRL required to their access rights. In addition, we have highlighted the difficulty of TfWRL using baseline access rights tables which are out of date, which further complicated being able to identify what was being sought by TfWRL in those applications. Therefore, it was agreed with ORR and TfWRL that it would be prudent for the three applications (28th SA, 31st SA, 32nd SA) to be combined into one application, which is this the 28th combined application.

NR has also highlighted in this letter several points from the Form P's and draft supplementals from the three original applications as well as the draft table 2.1 (Annex C) submitted with this 28th combined application. Some of which are points of clarification, with amendments required to the proposed SA submitted with this application, that NR believes has still not been fully addressed or that ORR need to take into consideration when making a direction on the application.

In our representations we have clearly identified access rights we do not support, the main reason for NR not supporting access rights in this application is in most cases access rights are not what is expected for the December 2025 TT. For example, in many cases TfWRL have requested too many access rights or have requested a reduction of too many access rights and these would not align with what is expected for the December 2025 TT.

TfWRL have in this application also requested several access rights for their Summer only services and relate to the May 2026 timetable and therefore, are out of scope of ORR's original 24th of April 2024 letter. These access rights and services will be picked up through another application to apply from May 2026.

NR has also identified instances in the combined 28th SA where it does not support the splitting out of access rights out, to reflect different Timing Loads i.e. DMU and Loco Hauled. NR has explained earlier in this letter that the reason we do not support this amendment is because the splitting out of Access rights is not in line with paragraph 2.1 of Schedule 5 of the Track Access Contract and does not provide the flexibility intended by this clause.

NR in this application has supported all access rights sought in this 28th combined application originating/terminating to/from Birmingham International or Birmingham New Street, on a contingent

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basis, for one year only and without the presumption of continuity, rather than firm until expiry of the TAC as requested by TfWRL. The reasons for this are performance concerns in the Birmingham area that not only exist currently but will increase with the addition of new services for the December 2025 TT.

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

Yours sincerely,

Devon Wall

Customer Manager, Wales and Borders Route

Network Rail Infrastructure Limited

ANNEXES

Annex A – Interacting Locations Matrix

Operator/Application/Type	WCML south	Birmingham	BHM-Derby	Derby-	Sheffield	ECML&Leed	Oxford	Gloucester	Cardiff
Alliance Rail Cardiff - Edinburgh 17		x	x	x	x	x		x	x
Avanti 3rd SA 22a	x	x							
Avanti 17th SA 22a	x	x							
Avanti 18th SA 22a	x								
Colas 10th SA 22a			x	x	x	x			x
CrossCountry 38th SA 22a		x	x	x	x	x	x	x	x
DBC 72nd SA 22a				x	x	x			
DBC 73rd SA 22a					x	x			
DBC 79th SA 22a			x			x	x		x
DBC 81st SA 22a		x	x	x	x	x	x	x	x
DBC 86th SA 22a					x	x			
DBC 87th SA 22a		x	x	x	x	x		x	x
DBC 88th SA 22a				x	x	x			
DBC 83rd SA 22a	x								
DBC 84th SA 22a							x		
DBC 85th SA 22a									
DBC 92nd SA 22a									x
DCR 2nd SA 22a	x	x	x	x		x	x		
DRS 17th SA 22A	x	x	x	x	x	x		x	x
EMR 19th SA 22A						x			
EMR 20th SA 22A				x	x	x			
EMR 21st SA 22A				x	x	x			
FLHH 24th SA 22A	x						x		
FLHH 25th SA 22A	x	x	x	x	x	x	x	x	
FLHH 26th SA 22A				x	x	x			
FLHH 27th SA 22A	x	x	x	x	x	x	x	x	x
FLHH 28th SA 22A	x	x	x	x	x	x	x	x	x
FLIM 21st SA 22A		x	x	x	x	x	x		
FLIM 22nd SA 22A		x	x	x	x	x	x		
FLIM 23rd SA 22A	x	x							
FLIM 24th SA 22A	x	x	x	x	x	x	x		
FLIM 25th SA 22A	x	x	x		x	x	x		x
FLIM 26th SA 22A	x			x	x	x	x		x
GBRf 25th SA 22a	x	x	x	x	x	x	x		
GBRf 34th SA 22a	x	x	x	x	x	x	x	x	x
GBRf 41st SA 22A						x			
Govia Thames Railway 62nd SA 22A						x			
Govia Thames Railway 63rd SA 22A						x			
Grand Central 24th SA 22A						x			
Grand Central 28th SA 22A						x			
GWR 201st SA 22a							x	x	
GWR 202nd SA 22a								x	
Hull Trains 27th SA 22A					x	x			
Hull Trains 28th SA 22A						x			
Hull Trains 29th SA 22A (re-numbered to the 32nd SA)						x			
LIS 2nd SA 22a						x			
LNER 34th SA 22A						x			
LNER 35th SA 22A May '28						x			
LNER 36th SA 22A						x			
LNER 38th SA 22A						x			
Lumo 11th SA 22A (re-numbered to the 16th SA)						x			
Lumo 12th SA 22A (re-numbered to the 17th SA)						x			
Lumo London-Rochdale New Contract S17	x								

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Northern 57th SA 22				x	x	x			
Northern 59th SA 22a					x	x			
Northern 60th SA 22a					x	x			
Scotrail 50th SA 22a						x			
Scotrail 51st SA 22a						x			
Super Tram 11th SA 22a					x				
TfW 28th SA 22a		x	x					x	x
TfW 31st SA 22a								x	x
TfW 32nd SA 22a									x
TPT 58th SA 22a					x	x			
TPT 63rd SA 22a						x			
TPT 64th SA 22a					x	x			
TPT 65th SA 22a						x			
Varamis 2nd SA 22a	x	x				x			
Virgin New Contract 17	x	x							
WMT 22nd SA 22A		x	x						
WMT 28th SA 22A		x	x						
WMT 32nd (29th) SA 22A	x	x	x						
WSMR New Contract 17	x	x	x						

List of Annexes attached to this letter:

Annex B – Table of Access Rights Requested in Application

Annex C – TfWRL Amended Table 2.1 for the Combined 28th Supplemental Agreement

Annex D – NR Comparison of Annex C with TfWRL Consolidated Contract

	support
	don't support
	partial support
	HL05
	additional rights needed
	relinquishment needed

Access quantum requested						No of Rights Requested:						No. of Services. In the New Working TT for Dec 2025								
SA NO.	Service Group	From:	To:	Via:	Line Description:	Weekday	Sat	Sun	Total Quantum requested Weekday	Total Quantum requested Saturday	Total Quantum requested Sunday	Total quantum of rights required Weekday	Total quantum of rights required Saturday	Total quantum of rights required Sunday	Comments / Notes	Full support (defined as the whatever the operator has requested for that service in terms of access rights will be supported by NR)	Partial support (defined as where NR will support some of the characteristics i.e. quantum as requested by the operator but not identical to what has been asked)	No support	Support not requested ORR to Note in its directions	Reason for Type of Support or No Support
28th	HL02 (Winter and Summer)	Cardiff Central	Maesteg	Llanharan	2.1.1	2	2	4	19	19	11	18	18	8	Of the 2SX requested, we only support 1SX firm right in order to match the total of 18SX bid for Dec '25. Of the 2SO requested, we only support 1SO firm right in order to match the total of 18SO bid for Dec '25. Of the 4SU requested, we only support 1SU firm right in order to match the total of 8SU bid for Dec '25.	✖	✔	✖	✖	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Winter and Summer)	Maesteg	Cardiff Central	Llanharan	2.1.2	1	1	3	17	17	11	17	17	8	The requested 1SX and 1SO should be supported as firm in order to match the total of 17SX and 17SO bid for Dec '25. This 1SX and 1SO is currently in table 2.2 as contingent and should be supported as firm to match total SX and SO bid for Dec '25. The request for 3SU is not supported. There are currently 8SU firm rights in the TAC which match the total SU bid for Dec '25.	✖	✔	✖	✖	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Summer)	Cardmarthen	Fishguard Harbour	Glarbeston Road	2.2.1	1	0	0	2	1	0				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✖	✖	✔	✖	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Winter and year round)	Cardmarthen	Milford Haven	Whitland	2.2.2	1	0	0	3	2	2	3	2	2	The request for 1SX is supported as firm. However, there are currently not enough access rights in TFWRL's TAC to cover the additional rights requested. An additional application will be progressed to ensure that the rights are included in TFWRL's TAC.	✔	✖	✖	✖	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL02 (Summer)	Cardmarthen	Milford Haven	Whitland	2.2.2	0	0	2	0	0	4				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✖	✖	✔	✖	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Winter and Summer)	Cardmarthen	Milford Haven	Whitland	2.2.2.1	0	0	0	1	0	0	1	0	0	Currently in consolidated TAC as firm and matches bid for Dec '25, no changes required.	✖	✖	✖	✔	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter)	Cardmarthen	Swansea	Llanelli	2.2.3	-8	-7	0	1	2	5	3	2	5	Of the -8SX requested, we only support - 6SX in order to match the total of 3SX bid for Dec '25. The request for -7SO is supported as firm in order to match the total of 2SO bid for Dec '25.	✖	✔	✖	✖	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Summer)	Cardmarthen	Swansea	Llanelli	2.2.3	0	0	2	1	2	7				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✖	✖	✔	✖	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Cardmarthen	Swansea	Llanelli	2.2.3.1	0	0	0	2	0	0	2	0	0	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✔	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter)	Fishguard Harbour	Cardmarthen	Glarbeston Road	2.2.5	-1	-3	0	3	1	1	3	1	1	The request for -1SX and -3SO is supported as firm in order to match the total 3SX and 1SO bid for Dec '25.	✔	✖	✖	✖	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL02 (Summer)	Fishguard Harbour	Cardmarthen	Glarbeston Road	2.2.5	1	2	0	4	4	1				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✖	✖	✔	✖	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.

28th	HL02 (Summer)	Fishguard Harbour	Carmarthen	Clarbeston Road	2.2.5.1	0	0	0	0	2	0	0	2	0	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter and Summer)	Fishguard Harbour	Swansea	Clarbeston Road	2.2.7	2	4	0	4	6	2	3	2	2	The contract currently has 25X, 25O and 25U. In order for the rights to be correct for the December 2025 TT, +1 access right is required for SX which TWRL has requested and NR supports. However, there are currently not enough access rights in TWRL's TAC to cover the additional 1SX requested. An application will be progressed to ensure that the rights are included in TWRL's TAC. In addition to this TWRL in their application have also asked for another +1 SX and an additional 4 on SO. This additional quantum is not what is expected or planned for Dec '25 therefore NR does not support that additional quantum.	✖	✓	✖	✖	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Winter and year round)	Carmarthen	Swansea	Llanelli	2.2.7.1	0	0	0	0	3	0	0	3	0	Currently in consolidated TAC as firm and matches bid for Dec '25, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Summer only)	Carmarthen	Swansea	Llanelli	2.2.7.1	0	0	0	1	0	0	1	0	0	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter)	Milford Haven	Carmarthen	Clarbeston Road	2.2.8	2	0	0	1	2	1	3	2	3	The request for -2SX is not supported as currently there are 3SX firm rights in the TAC which match the 3SX NR expects for Dec '25. In our assessment of this right, we have also identified that there are currently not enough SU rights in the TAC to match the total of 3SU rights expected for the Dec '25 TT. An application for +2SU rights needs to be submitted to ensure there are enough rights TWRL's TAC.	✖	✖	✓	✓	SX = No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details. SUN = Rights not requested but identified as not sufficient rights as expected for Dec 25 TT. ORR TO NOTE
28th	HL02 (Summer)	Milford Haven	Carmarthen	Clarbeston Road	2.2.8	0	0	5	1	2	5	1	2	5	Summer services for May 2026 – out of scope for Complex and Competing Applications.	✖	✖	✓	✖	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Milford Haven	Carmarthen	Clarbeston Road	2.2.8.1	0	0	0	0	0	4	0	0	4	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter and summer)	Milford Haven	Swansea	Clarbeston Road	2.2.9	2	2	0	10	10	3	8	8	4	We do not support the request for an additional 2SX and 2SO as the TAC has the correct number of rights required for Dec '25. Therefore total quantum of SX and SO match what was bid for Dec '25. There are currently not enough SU rights in the TAC to Match the total of 4SU rights bid for Dec '25. An application will be progressed for +1SU right to ensure there are enough rights in TWRL's TAC.	✖	✖	✓	✓	SX = No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details. SUN = Rights not requested but identified as not sufficient rights as expected for Dec 25 TT. ORR TO NOTE
28th	HL02 (Winter and Summer)	Milford Haven	Carmarthen	Clarbeston Road	2.2.9.1	0	0	0	2	3	0	2	3	0	Currently in consolidated TAC as firm and matches bid for Dec '25, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.

28th	HL02 (Winter)	Swansea	Cardmarthen	Llanelli	2.2.10	-1	-6	0	5	3	3	4	4	3	NR supports the reduction of 1SX firm right. However, NR expects TIWRL to also either through their representation letter to ORR or via Part J relinquish another 1SX firm right as the expectation for Dec '25 is that they only require 4 SX rights but they currently hold 6 in their contract. The request for a reduction of 6SO will result in TIWRL not having enough access rights for Dec '25 by 1 access right. Therefore, NR supports the reduction of 5SO rights instead of 6 as proposed.	✖	✓	✖	✖	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Summer)	Swansea	Cardmarthen	Llanelli	2.2.10	0	-2	1	5	3	4				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✖	✖	✓	✖	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Swansea	Cardmarthen	Llanelli	2.2.10.1	0	0	0	1	3	0	1	3	0	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter and Summer)	Swansea	Fishguard Harbour	Cardbeston Road	2.2.11	2	4	0	5	6	3	5	5	3	NR supports the +2X as it is what we expected for Dec 25. NR does not support +4SO as this would bring the total quantum in the contract to 6SO and TIWRL only requires 5SO rights in line with the December 2025 TT.	✖	✓	✖	✖	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Winter and year round)	Cardmarthen	Fishguard Harbour	Cardbeston Road	2.2.11.1	0	0	0	0	3	0	0	3	0	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Summer)	Cardmarthen	Fishguard Harbour	Cardbeston Road	2.2.11.1	0	0	0	2	0	0	2	0	0	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter and year round)	Cardmarthen	Fishguard Harbour	Cardbeston Road	2.2.11.2	0	0	0	1	2	0	1	2	0	Currently in consolidated TAC as firm, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter and Summer)	Swansea	Milford Haven	Cardbeston Road	2.2.13	0	1	0	8	9	5	8+ 1FO	8	5	No Change has been proposed to SX however we note that as expected in the Dec '25 TT TIWRL should have requested an additional 1FO right. An application will be progressed for +1SX right to ensure there are enough rights in TIWRL's TAC. NR does not support +1SO as the TAC has the correct number of rights required for December 2025. Therefore total quantum of 8SO aligns with what is expected for Dec '25. No Change to SU.	✖	✖	✓	✓	5X= Rights not requested but identified as not sufficient rights as expected for Dec 25 TT. ORR TO NOTE 5O = No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Winter and Summer)	Swansea	Milford Haven	Cardbeston Road	2.2.13.1	0	0	0	0	0	1	0	0	1	Currently in consolidated TAC as firm and matches bid for Dec '25, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.

28th	HL02 (Winter and Summer)	Carmarthen	Milford Haven	Clarbeston Road	2.2.13.2	0	0	0	0	2	0	0	2	0	Currently in consolidated TAC as firm and matches bid for Dec '25, no changes required.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Summer)	Carmarthen	Pembroke Dock	Llanelli	2.2.17	0	0	0	1	1	0				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Carmarthen	Pembroke Dock	Llanelli	2.2.17.1	0	0	0	0	1	0	0	1	0	Currently in consolidated TAC as firm, no changes required.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Summer)	Pembroke Dock	Carmarthen	Whitland	2.2.18	0	0	1	2	2	2				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Pembroke Dock	Carmarthen	Whitland	2.2.18.1	0	0	0	0	0	1	0	0	1	Currently in consolidated TAC as firm, no changes required.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Winter)	Pembroke Dock	Swansea	Llanelli	2.2.19	0	0	2	7	7	5	7	7	3	The request for +2SU is not supported. There are currently 3SU firm rights in the TAC which matches the total SU rights as expected for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Summer)	Pembroke Dock	Swansea	Llanelli	2.2.19	0	0	3	7	7	6				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Swansea	Pembroke Dock	Llanelli	2.2.20	0	0	4	8	8	6				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Whitland	Pembroke Dock	Tenby	2.2.23	0	0	1	0	0	0				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Winter and Summer)	Cardiff Central	Carmarthen	Swansea District Line	2.2A.1	2	1	0	2	1	0	1	0	0	Of the 2SX requested, NR supports 1SX firm right which is in line with what is expected for Dec '25. The request for 1SO firm right is not supported as there are no rights required for SO for Dec '25.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Winter and Summer)	Carmarthen	Cardiff Central	Swansea District Line	2.2A.2	1	1	0	1	1	0	1	1	0	The request for 1SX and 1SO is supported as firm in order to match the total of 1SX and 1SO rights bid for Dec '25.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL02 (Winter and Summer)	Carmarthen	Pembroke Dock	Whitland	2.2.24	0	0	2	0	0	3	0	0	1	The request for 2SU should not be supported. There is currently 1 SU firm right in the TAC which matches total SU rights bid for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for <u>all</u> of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Summer)	Carmarthen	Tenby	Narberth	2.2.25	2	1	3	2	1	4				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Carmarthen	Tenby	Narberth	2.2.25.1	0	0	0	2	1	0	2	1	0	Currently in consolidated TAC as firm and matches bid for Dec '25, no changes required.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> , from that Annex C and NR would like ORR to be aware when directing that this right is still required to remain in the TAC although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL02 (Summer)	Tenby	Carmarthen	Narberth	2.2.26	0	0	4	2	1	4				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Shrewsbury	Swansea	Llandrindod	2.3.1	0	0	1	0	0	3				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✓	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Summer)	Swansea	Shrewsbury	Llandrindod	2.3.2	0	0	1	0	0	3				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✓	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.

28th	HL02 (Winter and Summer)	Cardiff Central	Swansea	Bridgend	2.5.1 Slow	1	2	2	13	14	3	13	14	1	The request for 1SX is supported as firm in order to align with what is expected for Dec '25. The request for 2SO is supported as firm in order to align with what is expected for Dec '25. The request for +2 SU is not supported as this would take the total quantum to 3 and TWRL only requires 1 for Dec '25 which TWRL already has.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Winter and year round)	Cardiff Central	Swansea	Bridgend	2.5.2 Fast (DMU)	1	1	0	13	13	14	11	13	13	The request for 1SX is not supported as this would result in TWRL having 13SX access rights for Dec '25. A total of 11SX rights are expected for December 2025. As TWRL currently have 12SX rights and only require 11SX as stated, therefore, NR expects TWRL to either through their representation letter to ORR or via Part J relinquish another 1SX firm rights as per the expectation for Dec '25. The request for 1SO is supported as firm as it aligns with what is expected for Dec '25. Whilst TWRL has not requested additional rights for SU, the current total number in the contract is 14SU. However, 13SU firm rights is what is expected for Dec '25, is 13SU. NR expects TWRL to either through their representation letter to ORR or via Part J relinquish another 2 SX firm rights as per the expectation for Dec '25.	✘	✓	✘	✓	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details. SU = ACCESS RIGHTS NOT SOUGHT BUT ADDITIONAL RIGHTS REQUIRED THROUGH ANOTHER APPLICATION OR RELINQUISHMENT REQUIRED – Where the Operator has not requested additional rights but in our assessments have identified that the Operator does not hold enough rights Network Rail expects an additional application in order to have the correct rights for Dec 2025.
28th	HL02 (Summer)	Cardiff Central	Swansea	Bridgend	2.5.2 Fast (DMU)	0	0	1	0	0	15				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL02 (Winter and year round)	Cardiff Central	Swansea	Bridgend	2.5.2.2 Fast (loco)	1	1	0	1	1	0	1	1	2	The request for +1SX and +1SO is supported as firm in order to align with what is expected for Dec '25. For SU TWRL are not seeking any additional rights in their application, however, another application for +2SU needs to be progressed in order to align with what was expected in Dec '25.	✓	✘	✘	✓	SX & SO = Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025. SU = ACCESS RIGHTS NOT SOUGHT BUT ADDITIONAL RIGHTS REQUIRED THROUGH ANOTHER APPLICATION OR RELINQUISHMENT REQUIRED – Where the Operator has not requested additional rights but in our assessments have identified that the Operator does not hold enough rights Network Rail expects an additional application in order to have the correct rights for Dec 2025.
28th	HL02 (Winter and Summer)	Cardiff Central	Bridgend	Bridgend	2.5.3	-5	-5	0	0	0	0	0	0	0	The request for -5SX and -5SO is supported as firm in order to align with what is expected for Dec 25.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL02 (Winter and Summer)	Cardiff Central	Bridgend	Bridgend	2.5.3.1	-6	-4	0	0	0	0	1	1	0	The quantum decrease for firm rights sought for SX and SO would decrease the rights in the contract to a level which would not support what is expected in Dec '25. Therefore, TWRL should decrease only -5SX and -5SO.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL02 (Winter and Summer)	Swansea	Cardiff Central	Bridgend	2.5.4 Slow	3	-1	0	15	11	2	15	13	1	The request for 3SX is supported as firm in order to align with what is expected for Dec '25. The request for -1SO is not supported. There are currently 12SO firm rights in the TAC, which is not in line with the 13SO rights that are expected for Dec '25. Therefore, another application for 1SO right needs to be progressed in order to align with what is expected for Dec '25. For SU TWRL is not seeking any rights in this application. However, they currently have 2SU firm rights in the TAC, which is too many. NR expects TWRL to either through their representation letter to ORR or via Part J relinquish 1SU firm in order to match what is expected for Dec '25.	✘	✓	✘	✓	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details. SU= ACCESS RIGHTS NOT SOUGHT BUT ADDITIONAL RIGHTS REQUIRED THROUGH ANOTHER APPLICATION OR RELINQUISHMENT REQUIRED– Where the Operator has not requested additional rights but in our assessments have identified that the Operator does not hold enough rights Network Rail expects an additional application in order to have the correct rights for Dec 2025.
28th	HL02 (Winter and Summer)	Swansea	Cardiff Central	Bridgend	2.5.5.1 Fast (DMU)	2	5	0	14	17	14	11	14	11	The request for 2SX is not supported because this would result in TWRL having 14SX access rights when compared to total of 11SX expected for Dec '25. There are currently 12SX firm rights in the TAC, which is too many. Therefore, NR expects TWRL to either through their representation letter to ORR or via Part J relinquish 1SX firm right in order to align with what is expected for Dec '25. Of the 5SO requested, NR only supports 2SO as firm in order to align with the 14SO expected for Dec '25. The current number of 14SU firm rights in the TAC does not align with what is expected for Dec '25. NR expects TWRL to either through their representation letter to ORR or via Part J relinquish 3SU firm rights in order to align with what is expected for Dec '25.	✘	✓	✘	✓	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details. ACCESS RIGHTS NOT SOUGHT BUT ADDITIONAL RIGHTS REQUIRED THROUGH ANOTHER APPLICATION OR RELINQUISHMENT REQUIRED– Where the Operator has not requested additional rights but in our assessments have identified that the Operator does not hold enough rights Network Rail expects an additional application in order to have the correct rights for Dec 2025.

28th	HL02 (Winter and year round)	Swansea	Cardiff Central	Bridgend	2.5.5.2 Fast (loco)	1	1	0	1	1	0	1	1	2	The request for +1SX and +1SO is supported as firm in order to align what is expected for Dec '25. For SU, TWRL are not seeking any additional rights in their application. However, the operator needs to submit another application for +2SU access rights in order to align with what is expected for Dec '25.	✓	✗	✗	✓	SX & SO = Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025. SU = ACCESS RIGHTS NOT SOUGHT BUT ADDITIONAL RIGHTS REQUIRED THROUGH ANOTHER APPLICATION OR RELINQUISHMENT REQUIRED– Where the Operator has not requested additional rights but in our assessments have identified that the Operator does not hold enough rights Network Rail expects an additional application in order to have the correct rights for Dec 2025.
28th	HL02 (Winter and year round)	Llanelli	Cardiff Central	Bridgend	2.5.6	1	1	0	1	1	0	1	1	0	1SX and 1SO is supported as firm in order to align with what is expected for Dec '25.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL03	Cheltenham Spa	Cardiff Central	Lydney	3.1.1	4	0	5	18	18	11	16	18	6	Only 2SX of the 4SX requested is supported as firm in order to align with what expected for Dec '25. The request for 5SU rights is not supported as there are currently 6SU firm rights in the TAC which matches what is expected for Dec '25.	✗	✓	✗	✗	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025 TT – See Comments column for more details.
28th	HL03	Cardiff Central	Cheltenham Spa	Lydney	3.1.2	4	2	5	18	18	11	15	16	6	Only 1SX of the 4SX requested is supported as firm, in order to align with what expected in Dec '25. The request for 2SO rights is not supported. There are currently 16SO rights in the TAC which aligns with what is expected for Dec '25. The request for 5SU rights is not supported. There are currently 6SU firm rights in the TAC which aligns with what is expected for Dec '25.	✗	✓	✗	✗	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL03	Gloucester	Cardiff Central	Lydney	3.1.3	-4	0	0	0	0	2	0	0	2	The request for -4SX rights is supported as firm in order to align with what is expected for Dec '25.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL03	Cardiff Central	Gloucester	Lydney	3.1.4	-4	0	0	1	1	2	1	1	2	The request for -4SX rights is supported as firm in order to align with what is expected for Dec '25.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL03	Newport	Cardiff Central		3.1.5	3	4	0	4	4	0	0	0	0	The request for 3SX and 4SO is not supported, because this will result in TWRL having too many rights. Zero SX and zero SO were bid for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL03	Cardiff Central	Newport		3.1.6	2	2	0	2	3	0	0	1	0	The request for 2SX and 2SO is not supported, because this will result in TWRL having too many rights. There are zero SX and 1SO rights in the TAC which aligns what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL03	Cardiff Central	Ebbw Vale Town	Ebbw Jn	3.2.1	1	1	2	16	16	1	16	16	3	The request for 1SX and 1SO is supported as firm. The request for -2SU is not supported. There are currently 3SU firm rights in the TAC which aligns with what is expected for Dec '25.	✗	✓	✗	✗	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL03	Cardiff Central	Ebbw Vale Town	Newport	3.2.1.1	0	0	7	3	3	12	3	3	5	The request for 7SU is not supported. There are currently 5SU firm rights in the TAC which aligns with what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL03	Ebbw Vale Town	Cardiff Central	Newport	3.2.2.2	0	0	5	4	4	11	4	4	6	The request for 5SU rights is not supported. There are currently 6SU firm rights in the TAC which aligns with what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and Summer)	Birmingham International	Chester	Wern	4.1.2	0	-1	0	0	0	1	0	0	1	The request for -1SO is supported as firm.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL04 (Winter and Summer)	Birmingham New Street	Shrewsbury	Wellington	4.1.3	0	2	0	0	2	0	0	2	0	The request for 2SO is supported as contingent for one year without the presumption of continuity.	✗	✓	✗	✗	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and Summer)	Birmingham International	Shrewsbury	Wellington	4.1.3.1	1	0	3	1	0	3	1	0	3	The request for 1SX and 3SU is supported as contingent for one year without the presumption of continuity.	✗	✓	✗	✗	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.

28th	HL04 (Winter and Summer)	Chester	Birmingham International	Wrexham General	4.1.4	-2	0	0	5	6	6	6	6	6	6	Of the -2SX requested, we only support -1SX. Currently there are 7SX firm rights in the TAC and -1SX would give the correct number of rights which aligns with what is expected for Dec '25.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and year round)	Chester	Shrewsbury	Wrexham General	4.1.6.1 (DMU)	2	2	2	10	11	4	10	11	2		The request for 2SX and 2SO is supported as firm. The request for 2SU rights are not supported. There are currently 2SU firm rights in the TAC which matches total SU rights bid for Dec '25.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Summer)	Chester	Shrewsbury	Wrexham General	4.1.6.1 (DMU)	0	0	4	10	11	6					Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓		No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL04 (Winter and Summer)	Chester	Shrewsbury	Wrexham General	4.1.6.2 (foco)	1	0	0	1	0	0	1	0	0		The request for 1SX is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL04 (Winter and year round)	Shrewsbury	Birmingham International	Wellington	4.1.9	1	1	1	2	2	4	2	2	3		The request for 1SX and 1SO is supported as contingent for one year without the presumption of continuity. However, there are currently not enough access rights in TWRL's TAC to cover these. An additional application should be progressed to ensure that there are enough access rights in TWRL's TAC. The request for 1SU is not supported. There are currently 3SU firm rights in the TAC which align with what is expected for Dec '25	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and Summer)	Shrewsbury	Chester	Wrexham General	4.1.10.1 (DMU)	1	0	3	11	11	6	11	11	3		The request for 1SX is supported as firm. The request for 3SU is not supported. There are currently 3SU firm rights in the TAC which aligns with what is expected for Dec '25	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and Summer)	Shrewsbury	Chester	Wrexham General	4.1.10.2 (foco)	1	0	0	1	0	0	1	0	0		The request for 1SX is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL04 (Winter)	Shrewsbury	Wrexham General	Ruabon	4.1.13	0	0	6	0	0	5	0	0	0		The request for 5SU is not supported. There are no Shrewsbury to Wrexham General (terminating) services in the timetable. These 5SU were removed from the TAC in the 43rd SA.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and Summer)	Aberystwyth	Birmingham New Street	Shrewsbury	4.2.2	0	1	0	0	2	0	0	1	0		The request for 1SO is not supported. There is currently 1SO access right in the TAC which aligns with what is expected for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and Summer)	Birmingham New Street	Aberystwyth	Shrewsbury	4.2.8	0	1	0	1	2	0	1	1	0		The request for 1SO is not supported. There is currently 1SO access right in the TAC which aligns with what is expected for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter)	Machynlleth	Aberystwyth	Borth	4.2.7	0	0	1	3	3	6	3	3	5		The request for 1SU is not supported. There is currently 5SU access rights in the TAC which aligns with what is expected for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Summer)	Machynlleth	Aberystwyth	Borth	4.2.7	0	0	1	3	3	5					Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL04 (Winter and Summer)	Welshpool	Aberystwyth	Borth	4.2.7.1	0	0	0	1	1	0	1	1	0		Currently in consolidated TAC as firm and match bid for Dec '25, no changes required.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL04 (Winter)	Shrewsbury	Aberystwyth	Caersws	4.2.8	2	2	0	5	5	4	4	4	4		Of the 2SX and 2SO requested, NR supports 1SX and 1SO in order to align with what is expected for Dec '25.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Summer)	Shrewsbury	Aberystwyth	Caersws	4.2.8	1	1	1	5	5	6					Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL04 (Winter and Summer)	Barmouth	Machynlleth	Tywyn	4.3.1	1	1	0	1	1	0	0	0	0		The request for 1SX and 1SO is not supported. There are currently zero SX and zero SO rights rights in the TAC which aligns with the total SX and SO rights expected for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL04 (Winter and Summer)	Machynlleth	Barmouth	Tywyn	4.3.2	1	1	0	1	1	0	0	0	0		The request for 1SX and 1SO is not supported. There are currently zero SX and zero SO rights rights in the TAC which aligns with the total SX and SO rights expected for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.

28th	HL04 (Summer)	Machynlleth	Pwllheli	Barmouth	4.3.3	0	0	1	8	8	8				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.	
28th	HL04 (Summer)	Pwllheli	Machynlleth	Barmouth	4.3.4	0	0	1	8	8	8				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.	
28th	HL05	Cardiff Central	Cardiff East Boundary		5.1.3	0	0	0	3	2	0	3	2	0	TFW is not seeking in their application for an additional quantum or amended right, they are purely seeking for this existing right to extend the duration of the right only for the dayof the week it applies to currently highlighted in this row in amber) which currently is until December 2025 to apply until contract end. The right is dated via a footnote and TFW want that deleted for this right.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.	
28th	HL05	Cardiff Central	Penarth	Grangefown	5.1.4	0	0	0	7 (Mon-Thur) 2 (Fri)	2	0	7 (Mon-Thur) 2 (Fri)	2	0		✓	✘	✘	✘		
28th	HL05	Cardiff East Boundary	Penarth	Grangefown	5.1.6	0	0	0	24 (Mon-Thur) 25 (Fri)	25	0	24 (Mon-Thur) 25 (Fri)	25	0		✓	✘	✘	✘		
28th	HL05	Cardiff East Boundary	Penarth	Grangefown	5.1.7	0	0	0	0	0	13	0	0	13		✓	✘	✘	✘		
28th	HL05	Penarth	Cardiff Central	Grangefown	5.1.9	0	0	0	11 (Mon-Thur) 6 (Fri)	6	1	11 (Mon-Thur) 6 (Fri)	6	1		✓	✘	✘	✘		
28th	HL05	Penarth	Cardiff East Boundary	Grangefown	5.1.10	0	0	0	27 (Mon-Thur) 31 (Fri)	32	0	27 (Mon-Thur) 31 (Fri)	32	0		✓	✘	✘	✘		
28th	HL05	Penarth	Cardiff East Boundary	Grangefown	5.1.11	0	0	0	0	0	12	0	0	12		✓	✘	✘	✘		
28th	HL05	Barry	Cardiff Central	Cogan	5.2.8	0	0	0	4	2	8	4	2	8		✓	✘	✘	✘		
28th	HL05	Barry Island	Cardiff Central	Cogan	5.2.10	0	0	0	6	3	8	6	3	8		✓	✘	✘	✘		
28th	HL05	Cardiff Central	Barry	Cogan	5.2.12	0	0	0	4	2	8	4	2	8		✓	✘	✘	✘		
28th	HL05	Cardiff Central	Barry Island	Cogan	5.2.13	0	0	0	6	5	6	6	5	6		✓	✘	✘	✘		
28th	HL05	Cardiff Central	Cardiff East Boundary		5.3.7	0	0	0	34	35	16	34	35	16		✓	✘	✘	✘		
28th	HL05	Cardiff East Boundary	Cardiff Central		5.3.8	0	0	0	36	36	14	36	36	14		✓	✘	✘	✘		
28th	HL05	Cardiff East Boundary	Cardiff West Boundary	Cardiff Central	5.5.5	0	0	0	30	30	0	30	30	0		✓	✘	✘	✘		
28th	HL05	Cardiff West Boundary	Cardiff East Boundary	Cardiff Central	5.5.6	0	0	0	30	30	0	30	30	0		✓	✘	✘	✘		
28th	HL06	Crewe	Shrewsbury	Wem	6.1.1	3	2	0	8	8	8	8	8	8	The request for 3SX and 2SO is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.	
28th	HL06	Shrewsbury	Crewe	Wem	6.1.2	1	0	0	9	9	7	9	9	7	The request for 1SX is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.	
28th	HL06	Cardiff Central	Crewe	Wem	6.2.1	-2	0	-1	0	0	0	4	3	1	Line 6.2.1 will be renumbered to 6.2.1.1. Therefore line 6.2.1 will be removed from the Schedule 5 tables 2.1 and the 2SX and 1SU rights from this line will move to line 6.2.1.1.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.	
28th	HL06	Cardiff Central	Crewe	Wem	6.2.1.1 (197 DMU)	4	3	1	4	3	1	4	3	1	The request for 4SX, 3SO and 1SU is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.	
28th	HL06	Cardiff Central	Hereford	Cwmbrân	6.2.2	1	0	1	1	1	2	1	1	1	The request for 1SX is supported as firm. The request for 1SU is not supported. There is currently 1SU access right in the TAC as firm and this aligns with what is expected for Dec '25.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.	
28th	HL06	Cardiff Central	Manchester Piccadilly	Wimslow	6.2.3.1 (DMU)	8	7	0	8	8	11				In this request TFWRL are seeking to create a new line of entry for the same rights but with a new description number (although the calling pattern is the same) to reflect different timing load. Access rights do not need to have separate lines of entry for all the different rolling stock they run for that service.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.	
28th	HL06	Cardiff Central	Manchester Piccadilly	Wimslow	6.2.3.2 (loco)	8	7	0	8	7	0		16	16	11		✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL06	Cardiff Central	Shrewsbury	Cwmbrân	6.2.4.1 (DMU)	4	1	2	7	9	6	7	9	3	The request for -4SX is supported as firm. The request for 1SO is supported as firm. The request for 2SU is not supported. There are currently 3SU firm rights in the TAC which aligns with what is expected for Dec '25.	✘	✓	✘	✘	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.	

28h	HL06	Cardiff Central	Shrewsbury	Owmbrian	6.2.4.2 (oco)	1	0	0	1	0	0	1	0	0	The request for 1SX is supported as firm.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28h	HL06	Crewe	Cardiff Central	Wern	6.2.5.1 (DMU)	-2	0	1	1	2	1	1	2	0	The request for 1SX is supported as firm.	✗	✓	✗	✗	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL06	Crewe	Cardiff Central	Wern	6.2.5.2 (oco)	1	0	0	1	0	0	1	0	0	The request for 1SX is supported as firm.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28h	HL06	Manchester Piccadilly	Cardiff Central	Wimslow	6.2.8.1 (DMU)	8	7	0	8	8	12	16	15	12	In this request TFW are seeking to create a new line of entry for the same rights but with a new description number (although the calling pattern is the same) to reflect different timing load. Access rights do not need to have separate lines of entry for all the different rolling stock they run for that service.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL06	Manchester Piccadilly	Cardiff Central	Wimslow	6.2.8.2 (oco)	7	7	0	7	7	0					✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL06	Manchester Piccadilly	Shrewsbury	Wimslow	6.2.10	1	0	0	2	2	0	2	2	0	The request for 1SX is supported as firm.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28h	HL06	Shrewsbury	Cardiff Central	Owmbrian	6.2.12.1 (DMU)	1	2	2	11	10	2	10	9	2	The request for +1SX is not supported. There are currently 10SX firm rights in the TAC which match total SX bid for Dec '25. Of the 2SO requested, only 1SO is supported as firm which aligns with what is expected for Dec '25. The request for 2SU is supported as firm.	✗	✓	✗	✗	Part Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for some of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL06	Shrewsbury	Cardiff Central	Owmbrian	6.2.12.2 (oco)	1	0	0	1	0	0	1	0	0	The request for 1SX is supported as firm.	✓	✗	✗	✗	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28h	HL06	Shrewsbury	Cardiff Central	Owmbrian	6.1.12.3 (150 DMU)	1	0	0	1	0	0	0	0	0	The request for 1SX is not supported. There are currently zero SX rights in the TAC which aligns with what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL07 (Winter)	Blaenau Ffestiniog	Llandudno	Llanrwst	7.1.1	0	0	-1	5	5	3	5	5	4	The request for -1SU is not supported. There are currently 4SU rights in the TAC which aligns with what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL07 (Summer)	Blaenau Ffestiniog	Llandudno	Llanrwst	7.1.1	0	0	-2	5	5	2				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✗	✗	✓	✗	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28h	HL07 (Winter)	Llandudno	Blaenau Ffestiniog	Llanrwst	7.1.3	0	0	-1	4	4	3	4	4	4	The request for -1SU is not supported. There are currently 4SU rights in the TAC which aligns with what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL07 (Summer)	Llandudno	Blaenau Ffestiniog	Llanrwst	7.1.3	0	0	-2	4	4	2				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✗	✗	✓	✗	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28h	HL07 (Winter)	Llandudno	Llandudno Junction	Deganwy	7.1.4	0	0	1	7	14	13	7	14	12	The request for 1SU is not supported. There are currently 12SU rights in the TAC which aligns with what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL07 (Summer)	Llandudno	Llandudno Junction	Deganwy	7.1.4	0	0	4	7	14	16				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✗	✗	✓	✗	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28h	HL07 (Winter)	Llandudno	Llandudno Junction	Deganwy	7.1.6	0	0	1	10	17	13	10	17	12	The request for 1SU is not supported. There are currently 12SU rights in the TAC which aligns with what is expected in Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL07 (Summer)	Llandudno	Llandudno Junction	Deganwy	7.1.6	0	0	-2	10	17	10				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✗	✗	✓	✗	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28h	HL07 (Winter and Summer)	Bidston	Wrexham General	Perryfordd	7.2.5	0	0	-1	2	2	2	2	2	3	The request for -1SU is not supported. There are currently 3SU rights in the TAC which aligns with what is expected for Dec '25.	✗	✗	✓	✗	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28h	HL08 (Summer)	Bangor	Chester	Llandudno Jn	8.1.1	0	0	1	0	0	1	0	0	0	Summer services for May 2026 – out of scope for Complex and Competing Applications.	✗	✗	✓	✗	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.

28th	HL08 (Winter)	Chester	Holyhead	Conwy	8.1.7.1 (DMU)	0	0	0	12	13	5	12	13	3	The current number of 5SU firm rights in the TAC does not align with what is expected for Dec '25. NR expects TWRL to either through their representation letter to ORR or via Part J relinquish 25U firm rights in order to align with what is expected for Dec '25.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ADDITIONAL RIGHTS REQUIRED THROUGH ANOTHER APPLICATION OR RELINQUISHMENT REQUIRED- Where the Operator has not requested additional rights but in our assessments have identified that the Operator does not hold enough rights or holds too many rights - Network Rail expects an additional application in order to have the correct rights for Dec 2025, or for TWRL to relinquish surplus rights.
28th	HL08 (Summer)	Chester	Holyhead	Conwy	8.1.7.1 (DMU)	0	0	1	12	13	6				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL08 (Winter)	Crewe	Holyhead	Conwy	8.1.10	0	0	1	2	1	13	2	1	12	The request for 1SU right is not supported. There are currently 12SU firm rights in the TAC which aligns with what is expected for Dec '25.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL08 (Summer)	Holyhead	Chester	Conwy	8.1.12.1 (DMU)	0	0	3	11	10	11				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL08 (Summer)	Holyhead	Crewe	Conwy	8.1.14	0	0	1	1	1	4				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL08 (Summer)	Chester	Manchester Airport	Manchester Piccadilly	8.2.2	0	-1	0	4	3	10				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL08 (Summer)	Llandudno	Chester	Flint	8.2.6	-1	0	0	0	1	0				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL08 (Winter and Summer)	Llandudno	Manchester Airport	Manchester Piccadilly	8.2.7	1	0	0	12	12	0	12	12	0	The request for 1SX is not supported as there is currently 1SX access right under description number 8.2.7.1 which covers this access right.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL08 (Winter)	Manchester Airport	Chester	Manchester Piccadilly	8.2.9	-1	-1	0	4	4	9	4	4	9	The request for -1SX and -1SO is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL08 (Summer)	Manchester Airport	Chester	Manchester Piccadilly	8.2.9	-2	-2	0	3	3	9				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.
28th	HL08 (Winter and Summer)	Manchester Airport	Llandudno	Manchester Piccadilly	8.2.10	0	-2	0	10	10	0	10	10	0	The request for -2SO is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL08 (Winter and Summer)	Holyhead	Manchester Airport	Manchester Piccadilly	8.2.16	0	2	0	2	2	1	2	2	1	The request for 2SO is not supported as there is currently 2SO access rights under description number 8.2.16.1 which covers these access rights.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL08 (Winter and Summer)	Holyhead	Chester	Manchester Piccadilly	8.2.16.1	0	0	0	0	2	0	0	2	0	Currently in consolidated TAC as firm and match bid for Dec '25, no changes required.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL08 (Winter and Summer)	Bangor	Manchester Airport	Manchester Piccadilly	8.2.18	0	-1	0	0	0	0	0	0	0	The request for -1SO is supported as firm.	✓	✘	✘	✘	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.
28th	HL08 (Winter and Summer)	Manchester Airport	Holyhead	Manchester Piccadilly	8.2.19	0	3	0	4	3	1	4	3	1	The request for 3SO is not supported as there is currently 3SO access rights under description number 8.2.19.1 as Chester to Holyhead which covers these access rights.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL08 (Winter and Summer)	Chester	Holyhead	Manchester Piccadilly	8.2.19.1	0	0	0	0	3	0				Currently in consolidated TAC as firm and match bid for Dec '25, no changes required.	✘	✘	✘	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was <u>omitted</u> from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL08 (Winter)	Manchester Airport	Llandudno Junction	Manchester Piccadilly	8.2.20	0	2	0	1	2	0	1	1	0	The request for 2SO is not supported as there is currently 2SO access rights under description number 8.2.20.1 as Chester to Llandudno Junction which covers these access rights.	✘	✘	✓	✘	No Support – Origin & Destination, Quantum and / or characteristics (inc. Timing Load) for all of the rights being requested in application is not as expected by NR for December 2025 TT – See Comments column for more details.
28th	HL08 (Summer)	Manchester Airport	Llandudno Junction	Manchester Piccadilly	8.2.20	0	1	0	1	1	0				Summer services for May 2026 – out of scope for Complex and Competing Applications.	✘	✘	✓	✘	No Support - Summer services for May 2026 – out of scope for Complex and Competing Applications.

28th	HL08 (Winter and Summer)	Chester	Llandudno Junction	Manchester Piccadilly	8.2.20.1	0	0	0	0	1	0	0	1	0	Currently in consolidated TAC as firm and match bid for Dec '25, no changes required.	✖	✖	✖	✓	ACCESS RIGHTS NOT SOUGHT BUT ORR TO NOTE – TFW's updated 2.1 (Annex C to the letter) they resubmitted to combine the 3 S.22A's (28th, 31st & 32nd) used an older version of the consolidated contract which did not include any access rights changes applied since 20th May 2024. This entry was omitted from that Annex C and NR would like ORR to be aware when directing that this right is still required for the December 2025 TT although TFW's version of table 2.1 (Annex C) does not contain it.
28th	HL08 (Winter and Summer)	Manchester Airport	Bangor	Manchester Piccadilly	8.2.21	0	-1	0	0	0	0	0	0	0	The request for -1SO is supported as firm.	✓	✖	✖	✖	Full Support – Origin & Destination, Quantum and/or characteristics (inc. Timing Load) sought in application identical to quantum and characteristics expected for December 2025.

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1						2		
Service Group: HL02						Passenger Train Slots		
Service Description: West Wales (Summer)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Cardiff Central	Maesteg	Llanharan	2.1.1	25431000	150442	1947	1947	711
Now Maesteg	Cardiff Central	Llanharan	2.1.2	25431000	150442	1746	1746	811
NCarmarthen	Fishguard Harbour	Clarbeston Road	2.2.1	25432000	442197	25	15	0
Carmarthen	Milford Haven	Whitland	2.2.2	25432000	197442	32	2	24
Carmarthen	Swansea	Llanelli	2.2.3	25432000	197442	15	15	57
Clarbeston Road	Fishguard Harbour	Goodwick	2.2.4	25432000	197442	1	1	0
Fishguard Harbour	Carmarthen	WhitlandClarbeston Road	2.2.5	25432000	197442	15	14	1
Fishguard Harbour	Clarbeston Road	Goodwick	2.2.6	25432000	197442	1	1	0
Fishguard Harbour	Swansea	Clarbeston RoadWhitland	2.2.7	25432000	197442	42	52	2
Milford Haven	Carmarthen	Clarbeston RoadWhitland	2.2.8	25432000	197442	15	15	55

Service group: HL05						Passenger Train Slots							
Service Description: Valley Lines and Cardiff Local Services						Total Weekday	Peak Times		Off-peak times	Total Saturday	Saturday		Sunday
From	To	Via	Description	TSC	Timin g Load	-	Mornin g Peak	Evening Peak	-	-	Peak	Off-peak	-
Cardiff Central	Cardiff East Boundary	-	5.1.3	25445000	150	3	0	0	3	2	1	1	0
Cardiff Central	Penarth	Grangetow n	5.1.4	25443000	150	7 (Mon-Thu) 2 (Fri)	0	0	7 (Mon-Thu) 2 (Fri)	2	0	2	0
Cardiff East Boundary	Penarth	Grangetow n	5.1.5	25443000 / 25445000	150	29 (Mon-Thu) 24 (Fri)	5	5	19 (Mon-Thu) 14 (Fri)	33	16	17	0
Cardiff East Boundary	Penarth	Grangetow n	5.1.6	25443000 / 25448000	150	24 (Mon-Thu) 25 (Fri)	5	5	14 (Mon-Thu) 15 (Fri)	25	15	10	0
Cardiff East Boundary	Penarth	Grangetow n	5.1.7	25447000 / 25443000	150	0	0	0	0	0	0	0	13
Cardiff East Boundary	Penarth	Grangetow n	5.1.8	25448000 / 25447000	150	0	0	0	0	1	0	1	0
Penarth	Cardiff Central	Grangetow n	5.1.9	25443000	150	11 (Mon-Thu) 6 (Fri)	1	0	10 (Mon-Thu) 5 (Fri)	6	1	5	1
Penarth	Cardiff East Boundary	Grangetow n	5.1.10	25443000 / 25445000	150	27 (Mon-Thu) 31 (Fri)	5	5	17 (Mon-Thu) 21 (Fri)	32	15	17	0

Penarth	Cardiff East Boundary	Grangetown	5.1.11	25443000 / 25447000	150	0	0	0	0	0	0	0	12
Penarth	Cardiff East Boundary	Grangetown	5.1.12	25443000 / 25448000	150	24	4	5	15	24	16	8	0
Barry	Cardiff Central	Cogan	5.2.8	25442000	150	4	0	0	4	2	0	2	8
Barry	Cardiff East Boundary	Cogan	5.2.9	25442000 / 25448000	150	14	3	2	9	16	8	8	0
Barry Island	Cardiff Central	Cogan	5.2.10	25442000	150	6	0	0	6	3	0	3	8
Barry Island	Cardiff East Boundary	Cogan	5.2.11	25442000 / 25448000	150	39	6	8	25	42	24	18	22
Cardiff Central	Barry	Cogan	5.2.12	25442000	150	4	0	0	4	2	0	2	8
Cardiff Central	Barry Island	Cogan	5.2.13	25442000	150	6	0	0	6	5	0	5	6
Cardiff East Boundary	Barry	Cogan	5.2.14	25442000 / 25448000	150	14	2	2	10	15	8	7	0
Cardiff East Boundary	Barry	Cogan	5.2.15	25445000 / 25442000	150	0	0	0	0	1	0	1	0

Cardiff East Boundary	Barry Island	Cogan	5.2.16	25442000 / 25448000	150	39	7	8	24	40	24	16	23
Cardiff Central	Cardiff East Boundary	=	5.2.17	25448000	150	1 (Mon-Thu) 6 (Fri)	0	0	1 (Mon-Thu) 6 (Fri)	6	0	6	2
Cardiff East Boundary	Cardiff Central	=	5.2.18	25448000	150	1 (Mon-Thu) 6 (Fri)	0	0	1 (Mon-Thu) 6 (Fri)	6	0	6	2
Cardiff Central	Cardiff East Boundary	=	5.3.7	25447000	150	34	0	5	29	35	16	19	16
Cardiff East Boundary	Cardiff Central	=	5.3.8	25447000	150	36	5	0	31	36	16	20	14
Cardiff Central	Cardiff East Boundary	=	5.4.3	25446000	150	3	0	0	3	3	0	3	14
Cardiff East Boundary	Cardiff Central	=	5.4.4	25446000	150	3	0	0	3	3	0	3	13
Cardiff East Boundary	Cardiff West Boundary	Cardiff Central	5.5.5	25446000	150	30	4	5	21	30	16	14	0
Cardiff West Boundary	Cardiff East Boundary	Cardiff Central	5.5.6	25441000 / 25446000	150	30	5	5	20	30	16	14	0

<u>Cardiff Central</u>	<u>Cardiff West Boundary</u>	<u>Ninian Park</u>	<u>5.5.7</u>	<u>25440000</u>	<u>150</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>2</u>	<u>13</u>
<u>Cardiff West Boundary</u>	<u>Cardiff Central</u>	<u>Ninian Park</u>	<u>5.5.8</u>	<u>25440000</u>	<u>150</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>13</u>

1						2		
Service Group: HL07						Passenger Train Slots		
Service Description: North Wales Branches (Winter)						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Blaenau Ffestiniog	Llandudno	Llanrwst	7.1.1	22338000	150	5	5	3
Blaenau Ffestiniog	Llandudno Junction	Llanrwst	7.1.2	22338000	150	1	1	1
Llandudno	Blaenau Ffestiniog	Llanrwst	7.1.3	22338000	150	4	4	3
Llandudno	Llandudno Junction	Deganwy	7.1.4	22338000	150	5	10	13
Llandudno Junction	Blaenau Ffestiniog	Llanrwst	7.1.5	22338000	150	2	2	1
Llandudno Junction	Llandudno	Deganwy	7.1.6	22338000	150	10	10	13
Bidston	Wrexham Central	Penyffordd	7.2.1	22342000	230 (Weekday and Saturday)	13	13	8
					153 (Sunday)			
Bidston	Wrexham Central	Penyffordd	7.2.1.1 Fast	22342000	230 (Weekday and Saturday)	9	9	0
					153 (Sunday)			
Bidston	Wrexham Central	Penyffordd	7.2.1.2 Very Fast	22342000	230 (Weekday and Saturday)	1	1	0
					153 (Sunday)			

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From	To	Via	Description	TSC	Timing	Load		
Blaenau Ffestiniog	Llandudno	Llanrwst	7.1.1	22338000	150	5	5	2
Blaenau Ffestiniog	Llandudno Junction	Llanrwst	7.1.2	22338000	150	1	1	1
Llandudno	Blaenau Ffestiniog	Llanrwst	7.1.3	22338000	150	4	4	2
Llandudno	Llandudno Junction	Deganwy	7.1.4	22338000	150	5	5	16
Llandudno Junction	Blaenau Ffestiniog	Llanrwst	7.1.5	22338000	150	2	2	1
Llandudno Junction	Llandudno	Deganwy	7.1.6	22338000	150	10	5	10
Bidston	Wrexham Central	Penyffordd	7.2.1	22342000	230 (Weekday and Saturday)	13	13	8
					153 (Sunday)			
Bidston	Wrexham Central	Penyffordd	7.2.1.1 Fast	22342000	230 (Weekday and Saturday)	9	9	0
					153 (Sunday)			
Bidston	Wrexham Central	Penyffordd	7.2.1.2 Very Fast	22342000	230 (Weekday and Saturday)	1	1	0
					153 (Sunday)			
Wrexham Central	Bidston	Penyffordd	7.2.2	22342000	230 (Weekday and Saturday)	14	14	8
					153 (Sunday)			
Wrexham Central	Bidston	Penyffordd	7.2.2.1 Fast	22342000	230 (Weekday and Saturday)	9	9	0

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Crewe	Chester	Beeston	8.1.49	22340000	158150	0	0	10
Crewe	Holyhead	Conwy	8.1.44	22340000	158150	0	0	12
Holyhead	Chester	Conwy	8.1.12	22340000	158150	0	0	11
Holyhead	Holyhead	Conwy	8.1.13	22340000	158150	0	0	0
Holyhead	Shrewsbury	Crewe	8.1.13	22340000	158150	0	0	1
Holyhead	Crewe	Conwy	8.1.13	22340000	158150	0	0	0
Holyhead	Shrewsbury	Conwy	8.1.13	22340000	158150	0	0	0
Holyhead	Crewe	Conwy	8.1.13	22340000	158150	0	0	0
Llandudno	Crewe	Chester	8.1.46	22340000	158150	0	0	0
Llandudno Junction	Bangor	Penmaenmawr	8.1.47	22340000	158150	0	0	0
Llandudno Junction	Chester	Flint	8.1.47	22340000	158150	0	0	1
Llandudno Junction	Crewe	Chester	8.1.48	22340000	158150	0	0	0
Chester	Manchester Airport	Manchester Piccadilly	8.2.2	22345000	158150	4	3	10
Chester	Manchester Piccadilly	Earlestown	8.2.3	22345000	158150	1	2	3
Holyhead	Manchester Piccadilly	Earlestown	8.2.5	22345000	158150	0	0	1

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1. Passenger Train Slots

Table 2.1: Passenger Train Slots

1 36th, 43rd, 41st, 44th						2		
Service Group HL02						Passenger Train Slots		
Service Description: West Wales						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Cardiff Central	Maesteg	Llanharan	2.1.1	25431000	150	17-19 (+2)	17-19 (+2)	7-11 (+4)
Maesteg	Cardiff Central	Llanharan	2.1.2	25431000	150	16-17 (+1)	16-17 (+1)	8-11 (+3)
Carmarthen	Fishguard Harbour	Clarbeston Road	2.2.1	25432000	197	2 (winter) 4 2 (+1) (summer)	1	0
Carmarthen	Milford Haven	Whitland	2.2.2	25432000	197	2 3 (+1)	2	2 WINTER 4 (+2) Summer
Carmarthen	Milford Haven	Whitland	2.2.2.1	25432000	197	1+	0	0
Carmarthen	Swansea	Llanelli	2.2.3	25432000	197	9 1 (-8) (winter) 1 (summer)	9 2 (-7) (winter) 2 (summer)	5 WINTER 5 7 SUMMER (+2)
Carmarthen	Swansea	Llanelli	2.2.3.1	25432000	197	0 (winter) 2 (summer)²	0	0
Clarbeston Road	Fishguard Harbour	Goodwick	2.2.4	25432000	197	1	1	0
Fishguard Harbour	Carmarthen	Clarbeston Road	2.2.5	25432000	197	4 3 (-1) (winter) 3 4 (+1)(summer)	4 1 (-3) (winter) 2 4 (+2) (summer)	1
Fishguard Harbour	Carmarthen	Clarbeston Road	2.2.5.1	25432000	197	0	0 (winter) 2 (summer)²	0
Fishguard Harbour	Clarbeston Road	Goodwick	2.2.6	25432000	197	1	1	0
Fishguard Harbour	Swansea	Clarbeston Road	2.2.7	25432000	197	2 4 (+2)	2-6 (+4)	2
Carmarthen	Swansea	Llanelli	2.2.7.1	25432000	197	0 (winter) 1 (summer)²	3+	0
Milford Haven	Carmarthen	Clarbeston Road	2.2.8	25432000	197	3 1 (-2) (winter)	2	1 WINTER

						1 (summer)		0 5 (+5) SUMMER
Milford Haven	Carmarthen	Clarbeston Road	2.2.8.1	25432000	197	0	0	0 (winter) 4 (summer) ²
Milford Haven	Swansea	Clarbeston Road	2.2.9	25432000	197	8 10 (+2)	8 10 (+2)	3
Milford Haven	Carmarthen	Clarbeston Road	2.2.9.1	25432000	197	2 ²	3 ⁺	0
Swansea	Carmarthen	Llanelli	2.2.10	25432000	197	6 5 (-1) (winter) 5 (summer)	9 3 (-6) (winter) 5 3 (-2) (summer)	3 WINTER 3 4 (+1) Summer
Swansea	Carmarthen	Llanelli	2.2.10.1	25432000	197	1 (summer) ²	0 (winter) 3 (summer) ²	0
Swansea	Fishguard Harbour	Clarbeston Road	2.2.11	25432000	197	3 5 (+2)	2 6 (+4)	3
Carmarthen	Fishguard Harbour	Clarbeston Road	2.2.11.1	25432000	197	0 (winter) 2 (summer) ²	3 ²	0
Carmarthen	Fishguard Harbour	Clarbeston Road	2.2.11.2	25432000	197	1 ² (winter) 0 (summer)	2 ⁺	0
Swansea	Haverford West	Clarbeston Road	2.2.12	25432000	197	0	0	1
Swansea	Milford Haven	Clarbeston Road	2.2.13	25432000	197	8	8 9 (+1)	5
Swansea	Milford Haven	Clarbeston Road	2.2.13.1	25432000	197	0	0	1 ²
Carmarthen	Milford Haven	Clarbeston Road	2.2.13.2	25432000	197	0	2 ⁺	0
Carmarthen	Pembroke Dock	Llanelli	2.2.17	25432000	153	1	1	1 WINTER 0 SUMMER
Carmarthen	Pembroke Dock	Llanelli	2.2.17.1	25432000	153	0	0 (winter) 1 (summer) ²	0
Pembroke Dock	Carmarthen	Whitland	2.2.18	25432000	153	2	2	1 WINTER 2 (+1) SUMMER
Pembroke Dock	Carmarthen	Whitland	2.2.18.1	25432000	153	0	0	1 (summer) ²
Pembroke Dock	Swansea	Llanelli	2.2.19	25432000	153	7	7	3 5 (+2) WINTER 3 6 (+3) SUMMER

Swansea	Pembroke Dock	Llanelli	2.2.20	25432000	153	8	8	2 WINTER 2 6 (+4) SUMMER
Whitland	Pembroke Dock	Tenby	2.2.23	25432000	153	0	0	1 WINTER 4 0 (-1) SUMMER
Cardiff Central	Carmarthen	Swansea District Line	2.2A.1	25438000 25432000	197	9 2 (+2)	9-1 (+1)	0
Carmarthen	Cardiff Central	Swansea District Line	2.2A.2	25432000 25438000	197	9 1 (+1)	9-1 (+1)	0
Carmarthen	Pembroke Dock	Whitland	2.2.24	25438000	153	0	0	4 ¹ 3 (+2) (summer)
Carmarthen	Tenby	Narberth	2.2.25	25437000	153	0 WINTER 9 2 (+2) Summer	0 WINTER 9 1 (+1) SUMMER	0 WINTER 4 ¹ 4- (+3) (summer)
Carmarthen	Tenby	Narberth	2.2.25.1	25437000	153	2 ² (summer)	4 ² (summer)	0
Tenby	Carmarthen	Narberth	2.2.26	25437000	153	2 ² (summer)	1 ² (summer)	0 WINTER 9 4 (+4) SUMMER
Shrewsbury	Swansea	Llandrindod	2.3.1	25432000 25435000	153	4	4	2 WINTER 2 3 (+1) SUMMER
Swansea	Shrewsbury	Llandrindod	2.3.2	25432000 25435000	153	3	4	2 WINTER 2 3 (+1) SUMMER
Llandrindod	Shrewsbury	Craven Arms	2.3.3	25435000	153	1	0	0
Carmarthen	Shrewsbury	Llanelli	2.3.3.1	25432000 25435000	153	1	0	0
Shrewsbury	Llandrindod	Craven Arms	2.3.4	25432000	153	1	0	0
Llandovery	Swansea	Llanelli	2.3.5	25432000 25435000	153	1	0	0
Swansea	Llandovery	Llanelli	2.3.8	25432000	153	1	0	0
Swansea	Llanelli	Llandeilo Jn	2.3.9	25435000	153	1	1	0
Cardiff Central	Swansea	Bridgend	2.5.1 Slow	25438000	197	42 13 (+1)	42 14 (2)	4 3 (+2)
Cardiff Central	Swansea	Bridgend	2.5.2 Fast (DMU)	25438000	197	42 13 (+1)	42 13(+1) WINTER	14 WINTER

								14 15(+1) SUMMER
Cardiff Central	Swansea	Bridgend	2.5.2.2 FAST (LOCO)	25438000	67 + 5x MKiV + DVT	0 1 (+1) Summer	0 1 (+1) Summer	0
Cardiff Central	Bridgend	Bridgend	2.5.3	25438000	197	5	5	0
Bridgend	Cardiff Central	Bridgend	2.5.3.1	25438000	197	6	4	0
Swansea	Cardiff Central	Bridgend	2.5.4 Slow	25438000	197	42 15 (3)	42 11 (-1)	2
Swansea	Cardiff Central	Bridgend	2.5.5.1 Fast (DMU)	25438000	197	42 14 (+2)	42 17 (+5)	14
Swansea	Cardiff Central	Bridgend	2.5.5.2 Fast (Loco)	25438000	67 + 5xMKiV + DVT	0 1 (+1) Summer	0 1 (+1) Summer	0
Llanelli	Cardiff Central	Bridgend	2.5.6	25438000	197	0 1 (+1) SUMMER	0 1 (+1) SUMMER	0
Bridgend	Barry	Rhoose	2.6.1	25439000	150	18	18	8
Barry	Bridgend	Rhoose	2.6.2	25439000	150	18	18	8

~~¹ These access rights shall expire on the Principal Change Date 2027.~~

~~² These access rights shall expire on the Principal Change Date 2027.~~

¹ 36th, 43rd						2		
Service Group: HL03						Passenger Train Slots		
Service Description: Cardiff to Gloucestershire and Ebbw Vale						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Cheltenham Spa	Cardiff Central	Lydney	3.1.1	25429000	197	44 18 (+4)	18	6 11 (+5)
Cardiff Central	Cheltenham Spa	Lydney	3.1.2	25429000	197	44 18 (+4)	46 18 (+2)	6 11 (+5)
Gloucester	Cardiff Central	Lydney	3.1.3	25429000	197	4 0 (-4)	0	2
Cardiff Central	Gloucester	Lydney	3.1.4	25429000	197	5 1 (-4)	1	2
Newport	Cardiff Central	-	3.1.5	25429000	197	4 4 (+3)	0 4 (+4)	0
Cardiff Central	Newport	-	3.1.6	25429000	197	0 3 (+2)	4 3 (+2)	0
Cardiff Central	Ebbw Vale Town	Ebbw Jn	3.2.1	25444001	197	45 16 (+1)	45 16 (+1)	3 1 (-2)
Cardiff Central	Ebbw Vale Town	Newport	3.2.1.1	25429000 25444001	197 3	3	3	5 but 12 (+7)
Ebbw Vale Town	Cardiff Central	Ebbw Jn	3.2.2	25444001	197	16	16	2
Ebbw Vale Town	Cardiff Central	Newport	3.2.2.2	25444001	197	4	4	6 11 (+5)

				25429000				
Newport	Ebbw Vale Town	Gaer Jn	3.2.3	25444001	197	13	13	0
Ebbw Vale Town	Newport	Gaer Jn	3.2.4	25444001	197	12	12	0

1 ^{36th, 43rd}						2		
Service Group: HL04						Passenger Train Slots		
Service Description: Birmingham to Shrewsbury and beyond						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Birmingham International	Chester	Wrexham General	4.1.1	22261000	158	8	8	5
Birmingham International	Chester	Wem	4.1.2	22261000	158	0	4 0 (-1) WINTER 4 0 (-1) SUMMER	1
Birmingham New Street	Shrewsbury	Wellington	4.1.3	22261000	158	0	0 2 (+2) WINTER 0 2 (+2) SUMMER	0
Birmingham International	Shrewsbury	Wellington	4.1.3.1	22261000	158	0 1 (+1) WINTER 0 1 (+1) SUMMER	0	0 3 (+3) WINTER 0 3 (+3) SUMMER
Chester	Birmingham International	Wrexham General	4.1.4	22261000	158	7 5 (-2)	6	6
Chester	Birmingham New Street	Wrexham General	4.1.5	22261000	158	1	1	0
Chester	Shrewsbury	Wrexham General	4.1.6.1 (DMU)	22261000	158	8 10 (+2)	9 11 (+2)	2 4 (+2) WINTER 2 6 (+4) SUMMER
Chester	Shrewsbury	Wrexham General	4.1.6.2 (loco)	22261000	67 + 5x MkIV + DVT	0 1 (+1)	0	0
Chester	Wolverhampton	Wrexham General	4.1.7	22261000	158	0	0	1
Chester	Wrexham General	Balderton Tunnel	4.1.8	22261000	158	2	2	1
Shrewsbury	Birmingham International	Wellington	4.1.9	22261000	158	4 2 (+1)	4 2 (+1) (winter)	3 4 (+1)

							2 (summer)	
Shrewsbury	Chester	Wrexham General	4.1.10.1 (DMU)	22261000	158	40 11 (+1)	11	3 6 (+3)
Shrewsbury	Chester	Wrexham General	4.1.10.2 (loco)	22261000	67 + 5x MkIV + DVT	0 1 (+1)	0	0
Shrewsbury	Wolverhampton	Wellington	4.1.12	22261000	158	0	0	5
Shrewsbury	Wrexham General	Ruabon	4.1.13	22261000	158	0	0	0 5 (+5) WINTER ONLY
Wolverhampton	Shrewsbury	Wellington	4.1.14	22261000	158	0	0	5
Wrexham General	Chester	Balderton Tunnel	4.1.15	22261000	158	1	2	2
Wrexham General	Shrewsbury	Ruabon	4.1.16	22261000	158	1	0	0
Aberystwyth	Birmingham International	Shrewsbury	4.2.1	22334000 22261000	158	8	7	6
Aberystwyth	Birmingham New Street	Shrewsbury	4.2.2	22334000	158	0	4 2 (+1)	0
Aberystwyth	Machynlleth	Borth	4.2.3	22334000	158	4	4	4
Birmingham International	Aberystwyth	Shrewsbury	4.2.4	22261000 22334000	158	7	7	5
Birmingham New Street	Aberystwyth	Shrewsbury	4.2.6	22261000 22334000	158	1	4 2 (+1)	0
Machynlleth	Aberystwyth	Borth	4.2.7	22334000	158	3	3	5 6 (+1) (winter) 4 5 (+1)(summer)
Welshpool	Aberystwyth	Borth	4.2.7.1	22334000	158	4	4	0
Shrewsbury	Aberystwyth	Caersws	4.2.8	22334000	158	3 5 (+2) (winter) 4 5 (+1)(summer)	3 5 (+2)(winter) 4 5 (+1)(summer)	4 (winter) 5 6 (+1)(summer)
Aberystwyth	Shrewsbury	Caersws	4.2.9	22334000	158	4	4	5
Barmouth	Machynlleth	Tywyn	4.3.1	22335000	158	0 1 (+1)	0 1 (+1)	0
Machynlleth	Barmouth	Tywyn	4.3.2	22335000	158	0 1 (+1)	0 1 (+1)	0
Machynlleth	Pwllheli	Barmouth	4.3.3	22335000	158	8	8	5 WINTER 5 6 (+1) SUMMER

Pwllheli	Machynlleth	Barmouth	4.3.4	22335000	158	8	8	5 WINTER 5 6 (+1) SUMMER
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Service Group: HL05 ^{41st, 44th}						Passenger Train Slots							
Service Description: Valley Lines and Cardiff Local Services						Total Weekday	Peak Times		Off-peak times	Total Saturday	Saturday		Sunday
From	To	Via	Description	TSC	Timing Load		Morning Peak	Evening Peak			Peak	Off-peak	
Cardiff Central	Cardiff East Boundary	-	5.1.3	25445000	150	3	0	0	3	2 ⁴⁸	1	1	0
Cardiff Central	Penarth	Grangetown	5.1.4	25443000	150	7 (Mon-Thu) 2 ⁴ (Fri)	0	0	7 (Mon-Thu) 2 (Fri)	2	0	2	0
Cardiff East Boundary	Penarth	Grangetown	5.1.5	25443000/ 25445000	150	29 (Mon-Thu) 24 (Fri)	5	5	19 (Mon-Thu) 14 (Fri)	33	16	17	0
Cardiff East Boundary	Penarth	Grangetown	5.1.6	25443000/ 25448000	150	24 (Mon-Thu) 25 ⁴ (Fri)	5	5	14 (Mon-Thu) 15 (Fri)	25 ⁴	15	10	0
Cardiff East Boundary	Penarth	Grangetown	5.1.7	25447000/ 25443000	150	0	0	0	0	0	0	0	13 ⁴
Cardiff East Boundary	Penarth	Grangetown	5.1.8	25448000/ 25447000	150	0	0	0	0	1	0	1	0
Penarth	Cardiff Central	Grangetown	5.1.9	25443000	150	11 ²⁰ (Mon-Thu) 6 ⁴ (Fri)	1	0	10 (Mon-Thu) 5 (Fri)	6 ²⁴	1	5	1
Penarth	Cardiff East Boundary	Grangetown	5.1.10	25443000/ 25445000	150	27 (Mon-Thu) 31 ² (Fri)	5	5	17 (Mon-Thu) 21 (Fri)	32 ²	15	17	0
Penarth	Cardiff East Boundary	Grangetown	5.1.11	25443000/ 25447000	150	0	0	0	0	0	0	0	12 ⁴
Penarth	Cardiff East Boundary	Grangetown	5.1.12	25443000/ 25448000	150	24	4	5	15	24	16	8	0
Barry	Cardiff Central	Cogan	5.2.8	25442000	150	4	0	0	4	2	0	2	8 ⁵
Barry	Cardiff East Boundary	Cogan	5.2.9	25442000/ 25448000	150	14	3	2	9	16	8	8	0
Barry Island	Cardiff Central	Cogan	5.2.10	25442000	150	6 ⁵	0	0	6	3	0	3	8 ⁷

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Barry Island	Cardiff East Boundary	Cogan	5.2.11	25442000/ 25448000	150	39	6	8	25	42	24	18	22
Cardiff Central	Barry	Cogan	5.2.12	25442000	150	4	0	0	4	2 ⁹	0	2	8 ⁶
Cardiff Central	Barry Island	Cogan	5.2.13	25442000	150	6 ⁶	0	0	6	5	0	5	6 ⁸
Cardiff East Boundary	Barry	Cogan	5.2.14	25442000/ 25448000	150	14	2	2	10	15	8	7	0
Cardiff East Boundary	Barry	Cogan	5.2.15	25445000/ 25442000	150	0	0	0	0	1	0	1	0
Cardiff East Boundary	Barry Island	Cogan	5.2.16	25442000/ 25448000	150	39	7	8	24	40	24	16	23
Cardiff Central	Cardiff East Boundary	-	5.2.17	25448000	150	1 (Mon-Thu) 6 (Fri)	0	0	1 (Mon-Thu) 6 (Fri)	6	0	6	2
Cardiff East Boundary	Cardiff Central	-	5.2.18	25448000	150	1 (Mon-Thu) 6 (Fri)	0	0	1 (Mon-Thu) 6 (Fri)	6	0	6	2
Cardiff Central	Cardiff East Boundary	-	5.3.7	25447000	150	34	0	5	29	35 ⁴⁰	16	19	16 ⁴⁴
Cardiff East Boundary	Cardiff Central	-	5.3.8	25447000	150	36 ⁴²	5	0	31	36 ⁴²	16	20	14 ⁴⁴
Cardiff Central	Cardiff East Boundary	-	5.4.3	25446000	150	3	0	0	3	3	0	3	14
Cardiff East Boundary	Cardiff Central	-	5.4.4	25446000	150	3	0	0	3	3	0	3	13
Cardiff East Boundary	Cardiff West Boundary	Cardiff Central	5.5.5	25446000	150	30 ³⁵	4	5	21	30 ³⁶	16	14	0

Cardiff West Boundary	Cardiff East Boundary	Cardiff Central	5.5.6	25441000/ 25446000	150	30 ⁴⁷	5	5	20	30 ⁴⁸	16	14	0
Cardiff Central	Cardiff West Boundary	Ninian Park	5.5.7	25440000	150	2	0	0	2	2	0	2	13
Cardiff West Boundary	Cardiff Central	Ninian Park	5.5.8	25440000	150	4	0	0	4	4	0	4	13

¹ 2 access rights shall expire on the Principal Change Date 2025.

² 3 access rights shall expire on the Principal Change Date 2025.

³ 3 access rights shall expire on the Principal Change Date 2025.

⁴ 5 access rights shall expire on the Principal Change Date 2025.

⁵ 6 access rights shall expire on the Principal Change Date 2025.

⁶ 1 access right shall expire on the Principal Change Date 2025.

⁷ 6 access rights shall expire on the Principal Change Date 2025.

⁸ 5 access rights shall expire on the Principal Change Date 2025.

⁹ 1 access right shall expire on the Principal Change Date 2025.

¹⁰ 10 access rights shall expire on the Principal Change Date 2025.

¹¹ 9 access rights shall expire on the Principal Change Date 2025.

¹² 5 access rights shall expire on the Principal Change Date 2025.

¹³ 8 access rights shall expire on the Principal Change Date 2025.

¹⁴ 7 access rights shall expire on the Principal Change Date 2025.

¹⁵ 4 access rights shall expire on the Principal Change Date 2025.

¹⁶ 3 access rights shall expire on the Principal Change Date 2025.

¹⁷ 5 access rights shall expire on the Principal Change Date 2025.

¹⁸ 5 access rights shall expire on the Principal Change Date 2025.

¹⁹ 1 access right shall expire on the Principal Change Date 2025.

²⁰ 2 access rights shall expire on the Principal Change Date 2025.

²¹ 2 access rights shall expire on the Principal Change Date 2025.

143rd						2		
Service Group: HL06						Passenger Train Slots		
Service Description: Marches Mainline						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Crewe	Shrewsbury	Wem	6.1.1	25267000	150	5 8 (+3)	6 8 (+2)	8
Shrewsbury	Crewe	Wem	6.1.2	25267000	150	8 9 (+1)	9	7
Cardiff Central	Crewe	Wem	6.2.1	25434000	Weekday and Saturday: 197 Sunday: 150	2	0	4
Cardiff Central	Crewe	Wem	6.2.1.1 (197 DMU)	25434000	197	0 4 (+4)	0 3 (+3)	0 1 (+1)
Cardiff Central	Hereford	Cwmbrân	6.2.2	25434000	197	0 1 (+1)	1	1 2 (+1)
Cardiff Central	Manchester Piccadilly	Wilmslow	6.2.3.1 (DMU)	25434000	Weekday and Saturday: 197 Sunday: 150	16 8 (-8)	16 9 (-7)	11
Cardiff Central	Manchester Piccadilly	Wilmslow	6.2.3.2 (LOCO)	25434000	67 +5xMKIV +DVT	0 8 (+8)	0 7 (+7)	0
Cardiff Central	Shrewsbury	Cwmbrân	6.2.4.1 (DMU)	25434000	Weekday and Saturday: 197 Sunday: 150	11 7 (-4)	8 9 (+1)	3 5 (+2)
Cardiff Central	Shrewsbury	Cwmbrân	6.2.4.2 (LOCO)	25434000	67 +5xMKIV +DVT	0 1 (+1)	0	0
Crewe	Cardiff Central	Wem	6.2.5.1 (DMU)	25434000	Weekday and Saturday: 197 Sunday: 150	3 1 (-2)	2	0 1 (+1)
Crewe	Cardiff Central	Wem	6.2.5.2 (LOCO)	25434000	67 +5xMKIV +DVT	0 1 (+1)	0	0
Crewe	Manchester Piccadilly	Wilmslow	6.2.6	25434000	197	1	1	2
Hereford	Cardiff Central	Cwmbrân	6.2.7	25434000	197	1	1	1
Manchester Piccadilly	Cardiff Central	Wilmslow	6.2.8.1 (DMU)	25434000	Weekday and Saturday: 175 Sunday: 150	16 8 (-8)	15 8 (-7)	12
Manchester Piccadilly	Cardiff Central	Wilmslow	6.2.8.2 (LOCO)	25434000	67 +5xMKIV +DVT	0 7 (+7)	0 7 (+7)	0
Manchester Piccadilly	Crewe	Wilmslow	6.2.9	25434000	197	0	0	2
Manchester Piccadilly	Shrewsbury	Wilmslow	6.2.10	25434000	Weekday and Saturday: 197 Sunday: 150	1 2 (+1)	2	0

Newport	Cardiff Central	Ebbw Junction	6.2.11	25434000	197	0	0	1
Shrewsbury	Cardiff Central	Cwmbrân	6.2.12.1 (DMU)	25434000	Weekday and Saturday: 197 Sunday: 150	10 11 (+1)	8 10 (+2)	0 2 (+2)
Shrewsbury	Cardiff Central	Cwmbrân	6.2.12.2 (loco)	25434000	67 +5xMKIV +DVT	0 1 (+1)	0	0
Shrewsbury	Cardiff Central	Cwmbrân	6.1.12.3 (150 DMU)	25434000	150	0 1 (+1)	0	0
Shrewsbury	Manchester Piccadilly	Wilmslow	6.2.13	25434000	197	0	0	1

143rd OFFICIAL						2		
Service Group: HL07						Passenger Train Slots		
Service Description: North Wales Branches						Total Weekday	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Blaenau Ffestiniog	Llandudno	Llanrwst	7.1.1	22338000	150	5	5	4 3 (-1) (winter) 4 2 (-2) (summer)
Blaenau Ffestiniog	Llandudno Junction	Llanrwst	7.1.2	22338000	150	1	1	1
Llandudno	Blaenau Ffestiniog	Llanrwst	7.1.3	22338000	150	4	4	4 3 (-1) (winter) 4 2 (-2) (summer)
Llandudno	Llandudno Junction	Deganwy	7.1.4	22338000	150	7	14	12 13 (+1) (winter) 12 16 (+4) (summer)
Llandudno Junction	Blaenau Ffestiniog	Llanrwst	7.1.5	22338000	150	2	2	1
Llandudno Junction	Llandudno	Deganwy	7.1.6	22338000	150	10	17	12 13 (+1) (winter) 12 10 (-2) (summer)
Bidston	Wrexham Central	Penyffordd	7.2.1	22342000	230	13	13	8
Bidston	Wrexham Central	Penyffordd	7.2.1.1 Fast	22342000	230	9 ⁴	9 ⁴	0
Bidston	Wrexham Central	Penyffordd	7.2.1.2 Very Fast	22342000	230	1 ⁴	1 ⁴	0
Wrexham Central	Bidston	Penyffordd	7.2.2	22342000	230	14	14	8
Wrexham Central	Bidston	Penyffordd	7.2.2.1 Fast	22342000	230	9 ⁴	9 ⁴	0

Wrexham General	Bidston	Penyffordd	7.2.4	22342000	230	1	1	2
Wrexham General	Bidston	Penyffordd	7.2.4.1 Fast	22342000	230	2 ⁺	2 ⁺	0
Bidston	Wrexham General	Penyffordd	7.2.5	22342000	230	2	2	3-2 (-1)
Bidston	Wrexham General	Penyffordd	7.2.5.1 Fast	22342000	230	1 ⁺	1 ⁺	0

⁺These Passenger Train Slots are temporarily surrendered under Part J of the Network Code from 25th October 2024 until 25th October 2026, or until the start of the 2tph timetable if sooner.

1 ^{35th, 43rd}						2		
Service Group: HL08						Passenger Train Slots		
Service Description: North Wales Interurban						Total Week day	Saturday	Sunday
From	To	Via	Description	TSC	Timing Load			
Bangor	Chester	Llandudno Jn	8.1.1	22340000	158	0	0	0 1 (+1) SUMMER only
Chester	Crewe	Beeston	8.1.6	22340000	158	17	17	23 (winter) 22 (summer)
Chester	Holyhead	Conwy	8.1.7.1 DMU)	22340000	158	12	13	5 WINTER 5 6 (+1) SUMMER
Chester	Holyhead	Conwy	8.1.7.2 (loco)	22340000	67 + 5x MkIV + DVT	1	0	0
Chester	Llandudno Junction	Flint	8.1.8	22340000	158	0	1	0
Crewe	Chester	Beeston	8.1.9	22340000	158	20	20	10
Crewe	Holyhead	Conwy	8.1.10	22340000	158	2	1	42 13 (+1) WINTER 12 SUMMER
Holyhead	Chester	Conwy	8.1.12.1 (DMU)	22340000	158	11	10	7 (winter) 8 11 (+3) (summer)

Holyhead	Chester	Conwy	8.1.12.2 (loco)	22340000	67 + 5x MkIV + DVT	1	0	0
Holyhead	Shrewsbury	Crewe	8.1.13	22340000	158	0	0	1
Holyhead	Crewe	Conwy	8.1.14	22340000	158	1	1	3 WINTER 3 4 (+1) SUMMER
Llandudno	Crewe	Chester	8.1.15	22340000	158	2	2	0
Llandudno Junction	Chester	Flint	8.1.17	22340000	158	0	0	1
Llandudno Junction	Crewe	Chester	8.1.18	22340000	158	1	1	0
Chester	Manchester Airport	Manchester Piccadilly	8.2.2	22345000	158	4	3 (winter) 4 3 (-1) (summer)	10
Chester	Manchester Piccadilly	Earlestown	8.2.3	22345000	158	1	2	3
Holyhead	Manchester Piccadilly	Earlestown	8.2.5	223400002 2345000	158	0	0	1
Llandudno	Chester	Flint	8.2.6	22340000	158	1 WINTER 4 0 (- 1) SUM MER	1	0
Llandudno	Manchester Airport	Manchester Piccadilly	8.2.7	22345000 22340000	158	4 12 (+1)	12	0
Manchester Airport	Chester	Manchester Piccadilly	8.2.9	22345000	158	5 4 (- 1) WINTER 5 3 (- 2) SUM MER	5 4 (-1) WINTER 5 3 (-2) SUMME R	9
Manchester Airport	Llandudno	Manchester Piccadilly	8.2.10	22345000 22340000	158	10	4 10 (- 2)	0
Manchester Piccadilly	Chester	Earlestown	8.2.12	22345000	158	1	1	5
Holyhead	Manchester Airport	Manchester Piccadilly	8.2.16	22340000 22345000	158	2	0 2 (+2)	1
Holyhead	Chester	Manchester Piccadilly	8.2.16.4	22340000 22345000	158	0	2	0
Llandudno Junction	Manchester Airport	Manchester Piccadilly	8.2.17	22340000 22345000	158	1	1	0

Bangor	Manchester Airport	Manchester Piccadilly	8.2.18	22340000 22345000	158	0	4 0 (-1)	0
Manchester Airport	Holyhead	Manchester Piccadilly	8.2.19	22345000 22340000	158	4	0 3 (+3)	1
Chester	Holyhead	Manchester Piccadilly	8.2.19.1	22345000 22340000	158	0	3	0
Manchester Airport	Llandudno Junction	Manchester Piccadilly	8.2.20	22345000 22340000	158	1	0 2 (+2) WINTER 0 1 (+1) SUMMER	0
Chester	Llandudno Junction	Manchester Piccadilly	8.2.20.1	22345000 22340000	158	0	1	0
Manchester Airport	Bangor	Manchester Piccadilly	8.2.21	22345000 22340000	158	0	4 0 (-1)	0
Chester	Liverpool Lime Street	Runcorn	8.3.1	22345001	158	16	14	15
Liverpool Lime Street	Chester	Runcorn	8.3.2	22345001	158	16	16	15

Notes to Table:

1 Peak times –in respect of Service Group HL05 (a) Services Scheduled on any part of a Weekday (i) to arrive at Cardiff Central between 0630 hours and 0900 hours or (ii) to depart from Cardiff Central between 1600 hours and 1830 hours, and (b) Services Scheduled on any part of a Saturday to arrive at or depart from Cardiff Central between 0900 hours and 1700 hours, and “Peak” shall be construed accordingly

2 Off-Peak times - arriving at and departing from Cardiff Central outside Peak times

3 Passenger Train Slots listed under the sub-headings "Peak times" and "Off-Peak times" are the constituent parts of, and are not in addition to, those listed under the sub-heading "Weekday".

