

1 DETAILS OF PARTIES

1.1 The names and addresses of the parties to the reference are as follows:-

- (a) Grand Central Railway Company Limited, whose registered Office is at 1 Admiral Way, Doxford International Business Park, Sunderland, Tyne and Wear, SR3 3XP (“Grand Central” or “GC”) (“the Claimant”); and
- (b) Network Rail Infrastructure Limited whose Registered Office is at Waterloo General Office, London, SE1 8SW (“Network Rail” or “NR”) (“the Defendant”).

1.2 Third parties affected by this dispute may include CrossCountry, DB Cargo, EMR, Freightliner, GBRF, GTR, Hull Trains, LNER, Lumo, Northern, TPT

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This Response to the Claimant’s Sole Reference includes:-

- (a) Confirmation, or qualification, that the subject matter of the dispute is as set out by the Claimant in its Sole Reference, in the form of a summary schedule cross-referenced to the issues raised by the Claimant in the Sole Reference, identifying which the Defendant agrees with and which it disagrees with.
- (b) A detailed explanation of the Defendant’s arguments in support of its position on those issues where it disagrees with the Claimant’s Sole Reference, including references to documents or contractual provisions not dealt with in the Claimant’s Sole Reference.
- (c) Any further related issues not raised by the Claimant but which the Defendant considers fail to be determined as part of the dispute;
- (a) The decisions of principle sought from the Chair in respect of
 - (i) legal entitlement, and
 - (ii) remedies;
- (b) Appendices and other supporting material.

3 SUBJECT MATTER OF DISPUTE

3.1 NR confirms that the matter in dispute is the non-accommodation of 14 GC Train Slots during the preparation of the New Working Timetable for December 2025 (D26) and agree that these are accurately listed in Appendix 1 of Claimant’s SRD.

4 EXPLANATION FROM THE DEFENDANT'S PERSPECTIVE OF EACH ISSUE IN DISPUTE

4.1 Issues where the Defendant accepts the Claimant's Case.

- 4.1.1 NR agrees that the services that have not been non-accommodated were included in GC's Priority Date Notification Statement on the Priority Date for the December 2025 timetable, submitted at D40.
- 4.1.2 NR confirms that GC was advised of the non-accommodation of these services in a letter dated 31st March 2025, provided by email to GC on 7th April 2025. A copy of this email is provided in Appendix A.
- 4.1.3 NR agrees that GC were a regular participant in the East Coast Main Line (ECML) Event Steering Group (ESG) forums up to January 2024 but disputes the statements made in paragraphs 4.3 and 5.1(a) of the SRD that GC were not included in the following timetable work. During the additional advanced work, GC representatives attended workshops on specific issues, regular progress updates with practitioners and calls with Operator's Heads of Planning. Examples of the sessions attended is included in Appendix B.

4.2 Issues where the Defendant qualifies or refutes the Claimant's Case.

ECML ESG timetable development

- 4.2.1 From 2019, a cross-industry ESG has worked to recast the timetable on the East Coast Main Line to provide improvements for passengers and realise the benefits of Government investment. In January 2024, the ECML ESG timetable was endorsed for introduction in December 2024 and the Prior Working Timetable was created based on the most up to date train service specification and advanced work completed by NR during this process.
- 4.2.2 GC's 14 non-accommodated services did not form part of this specification or their Priority Date Notification Statement (PDNS) for the December 2024 New Working Timetable.
- 4.2.3 In April 2024, implementation of the ECML ESG timetable was deferred following identification of significant timetable delivery risks. In response, an Industry ECML Task Force was formed to provide executive direction on the trade-off's required to achieve the outcomes of ECML ESG timetable.
- 4.2.4 Between April and October 2024, NR completed two phases of additional advanced work on the ECML ESG timetable specification to support this. The work removed a large volume of conflicts and created a clearer understanding of the remaining timetable risks to support Industry decision making, culminating in endorsement to proceed with the ECML timetable in December 2025. To achieve this, PDNS bids received from Operators for the December 2024 timetable were used by NR as the basis for the additional work on the ESG timetable. As such, GC's 14 non-accommodation services were not included in the base timetable. An overview of the services that were included for GC is available in Appendix C.
- 4.2.5 The additional advanced work was completed in close collaboration with stakeholders impacted by the ECML timetable change, which included members of the original ECML ESG. GC were included all relevant forums and examples are included in Appendix B.
- 4.2.6 In paragraph 5.1 (b) of the SRD, GC states there was 'adequate time' for NR to include their service aspirations included in their ORR sale of access rights application but NR 'chose not to include them'. NR submit that at no point did GC request the inclusion of these 14 services during the advanced work being undertaken, despite opportunities to do so in weekly cross-industry calls between April and September 2024. GC therefore missed the opportunity for these to be included in the next round of performance modelling between September 2024 and January 2025.

- 4.2.7 While NR accepts these services had an expectation of rights at the time the New Working Timetable was prepared, based on their application to the ORR in the Claimants Appendix K, GC did not communicate their intention to include these services in their December 2025 PDNS until their Advanced Notice of Timetable Change at D55 on 22nd November 2024. With consideration of the industry focus on this major timetable change and the volume of work which had been undertaken on the ECML ESG timetable, NR emphasised that these services had not been included advanced work or performance analysis, which was at a significantly advanced stage at that point. GC were aware that these services were not included in this advanced work or modelling activity.

Timetable Performance

- 4.2.8 Performance is a critical measure of success for the UK rail industry, which directly impacts customer satisfaction, operational resilience, and financial sustainability. Reliable and punctual services are essential not only for meeting customer expectations but also for supporting economic growth, reducing environmental impact and enabling connectivity across the wider network. In October 2024, with specific reference to increasing delays in parts of the Eastern region including the East Coast Main Line, the ORR called for ‘a whole-system approach, with Network Rail needing to work closely with train operators and other stakeholders to holistically address performance concerns.’
- 4.2.9 When looking at timetable performance a view of the whole system is crucial. On the ECML this is of particular importance due to the mix of 2 track and 4 track infrastructure, dense traffic, and mixed traffic service types. Much of the route still operates on the late 1980s legacy layouts, with numerous flat junctions and bottlenecks, especially around Welwyn Viaduct, Huntingdon to Peterborough and Darlington to Newcastle. These constraints reduce timetable flexibility and increase the likelihood of delays spreading and together with the mixture of traffic - fast intercity, stopping commuter, and freight services, this leads to trade-offs becoming necessary between performance and capacity to provide a robust timetable. Rolling stock performance varies across operators, with newer trains offering better acceleration and reliability, but inconsistencies still exist. Overall, the EC route system presents significant challenges to maintaining robust timetable performance, especially under pressure from increasing passenger demand and limited infrastructure capacity.
- 4.2.10 In response to paragraph 5.5 of GC’s SRD, the following observations on performance in the context of the wider network were included in NR’s letter non-accommodation to GC dated 31st March 2025 – Claimants Appendix M.
- “As a matter of course, it is important to have a timetable that is resilient. A resilient timetable is one that on a good day when no major unplanned disruption is taking place, can withstand typical variations in train presentation without significant spread of delay between services and across service groups. This is typically a function of either the content of the timetable plan itself or the content of the resource plan. Factors that underpin a resilient timetable plan include:*
- *Firebreaks in the timetable at key conflict points to prevent spread of delay service group to service group.*
 - *Turnaround times that are robust to minor delays on inbound workings.*
 - *Dwell times that reflect reality.*
 - *Robust analysis before compliant but risky moves are introduced e.g., overtaking, splitting and joining, repeated re-occupations on minimum headways etc.”*
- 4.2.11 The Railsys modelling completed simulates “good day” performance, reflecting how the timetable performs with some lateness but without major disruption. Emphasis is on performance delta between Base and Option timetables. As timetable development continued after the modelling snapshot, final outputs once the timetable goes ‘live’ may differ.
- 4.2.12 Performance analysis has been completed on the ECML ESG timetable throughout its development but notably in January 2024 on the ESG specification and in October 2024 following completion of the additional advanced work, with a final report provided in January 2025. A comprehensive list of analysis and modelling completed

through the ESG process is included on page 2 of the January 2025 Performance Modelling Executive Summary - Appendix D.

- 4.2.13 NR disagrees with Grand Central's claim in paragraph 5.1 and 5.2 that these studies and reports have not been shared, noting they have been made available through distribution to ESG and Heads of Planning forums of which Grand Central has been a member, as shown in Appendix B.
- 4.2.14 NR's non-accommodation letter to GC highlighted results of the ECML performance modelling from January 2024, which shows a worsening of performance for Long-Distance High-Speed (LDHS) operators on the ECML on a good day, which compared with the December 2023 timetable which was used as the base, showed a worsening for LDHS (Long-Distance High-Speed) operators, with a 7–8% drop in T-1 and 3–4.5% in T-3 performance.
- 4.2.15 The letter further references the outcome of modelling completed following the additional advanced work, originally shared at the October 2024 East Coast Task Force meeting and subsequently in the Executive Summary referenced in 4.2.12 above and the full *Modelling Report* issued on 7th March 2025. This highlights that LDHS performance is slightly worse at T-1 but stable or improved at T-3 and in the last round of modelling output, East Coast Route T-1 performance degrades by -2pp, and -1.7pp at T-3. The main driver for this degradation within East Coast Route is a drop in LNER performance within the confines of East Coast Route by -2.9 T-3 pp along with fellow Long-Distance High-Speed operators.
- 4.2.16 GC asserts in paragraph 5.1 and 5.2 of their SRD that the performance analysis which has been completed does not relate to the rejection of their services. Within the modelled timeframe of the analysis (1400hrs to 2000hrs), GC proposed to incorporate an additional 3 services with their December 2025 PDNS. NR contends that the modelling completed on East Coast Main Line timetable, which shows a performance decrement without the inclusion of the GC services, provides strong evidence of the impact of incorporating additional services over and above the modelled volumes.
- 4.2.17 Additionally, following receipt of GC's PDNS at the Priority Date for December 2025, NR undertook analysis of each of the 14 paths that were eventually non-accommodated, reviewing each path from origin to destination. This summary, together with applicable assessments of performance from recent timetables were included within the non-accommodation letter to GC dated 31st March. This further refutes GC's suggestion in that the performance information provided by NR was not relevant to their services.
- 4.2.18 In response to paragraph 5.3 in GC's SRD and having reviewed the information provided by GC in Appendix B, NR does not agree that their paths fit easily and robustly into the Dec 25 New Working Timetable. Looking at a sample of GC's observations in their Appendix B, Network Rail has identified:
 - 1Y59 SX - In the Up direction, only one short gap exists between 07:00 and 09:57 over Welwyn Viaduct to protect the morning peak including ahead of the one hour where 19 trains per hour is permitted over the Viaduct. The inclusion of 1Y59 removes this, constraining the ability for the timetable to recover.
 - 1D84 SX - In the Down direction, a short gap exists between 15:25 and 15:36 to protect the evening peak. The inclusion of 1D84 during this time significantly reduces the buffer, limiting the ability to recover from earlier delays.
 - 1D80 SX – This would be the fourth train in a flight of seven trains on minimum headways over Welwyn Viaduct, one train in the sequence stops at Welwyn North, and another originates from the Thameslink Core. Not including 1D80 has allowed resilience for the timetable to absorb some late running of services. However, including it risks delay propagation as far as York, affecting other operators such as TPE and Northern. Furthermore, 1D80 lacks a viable path between Doncaster and Shaftholme Junction due to the presence of 4E02.
 - 1A71 SX – It is the sixth of eight services in a flight. Not running it would allow preceding trains more flexibility to recover minor delays. 1A71 also faces pathing issues at Doncaster, conflicting with 1H04 and 1V89, risking disruption along the Doncaster to Sheffield corridor.
 - 1A83 forming 1D83 SU - This train has no platform available at London Kings Cross, without impacting other operators or the use of a further permissive working move.

- 4.2.19 As referenced in 4.2.7 above, designing a timetable whereby you leave some spare capacity on the network to assist the delivery of high levels of train performance is a recognised approach to support punctuality and reliability. Further, NR contests GC's assumption that their rejected services could all be accommodated within the timetable without significant disruption to the structure of the December 25 NWT and other services which have a greater level of priority for inclusion.
- 4.2.20 On the south of the East Coast Main Line, ensuring a punctual, robust, and reliable delivery of operational performance at Digswell Junction, across the Welwyn Viaduct, and at Woolmer Green Jn is vital to creating high performing outcomes for the East Coast Main Line and reducing lateness propagation onto and across other Network Rail Routes. In its decision on 29th July 2025 not to award access rights to GC for these 14 services, the ORR makes observations in paragraphs 35 and 36 regarding the importance of Welwyn on the ECML, referenced in 4.2.17 above and performance more generally.

"35. Alongside those areas declared congested (where demand exceeds capacity at specific times), we agree that there are significant pinch points at York and Welwyn (Viaduct) in the south which impact timetable performance.... Welwyn is critical to the whole ECML due its proximity to London and the number of London King's Cross services."

"36... We agree that the introduction of long-distance high-speed services above those specified in the ECML December 2025 timetable will apply further pressure to punctuality and reduce timetable resilience across the whole network."

Network Code application

- 4.2.21 NR refutes GC's arguments regarding the application of the Network Code in this case, referred to in paragraphs 5.1 (b), (c) and 5.6 of their SRD.
- 4.2.22 GC states that Condition D4.2.2 of the Network Code places an obligation on NR to include a Train Path in the timetable if it is Rules compliant and where conflicts can be resolved by use of NR's flexing right. NR contends that the words 'obliged' or 'obligated' do not appear within Condition D4.2.2 and submits GC's statement is a misrepresentation of this Condition. D4.2.2 specifies that "Network Rail shall *endeavour wherever possible* to comply with all Access Proposals...", which falls short of the obligation described by GC and allows a necessary degree of discretion to NR when building a timetable.
- 4.2.23 In NR's review of each of the 14 paths referred to in 4.2.17, NR considered its entitlement to exercise flexing rights but reached the opinion that the opportunities available for flex would not mitigate the increased impact to performance on the timetable.
- 4.2.24 NR submits that the ORR Appeal concerning TTP1174 provides binding precedent that supports the non-accommodation of Train Slots in circumstances where NR harbours significant safety and/or performance concerns, TPR compliance notwithstanding:

ORR Appeal concerning TTP1174 (paragraph 91)

ORR considers that the provisions of the Network Code envisage that there will be circumstances where Network Rail may not achieve the Objective by including all requested Train Slots in the WTT, even where there are no conflicts with other proposals or the Rules (or with the applicable International Freight Capacity Notice or Exercised Firm Rights). This might include where requested Train Slots would, if accepted in the WTT, give rise to a clear and substantial safety or performance concern. In such a situation, Network Rail would in the first instance be required to consider whether to exercise its Flexing Right and should only allocate Train Slots in the prescribed order of priority in Condition D4.2.2(d) (and ultimately reject one or more requested Train Slots) to the extent that it is unable to vary requested Train Slots in a manner which will achieve the Objective (and will lead to a WTT which is consistent with the principles in Conditions D4.2.2(a) and D4.2.2(b)).

- 4.2.25 NR submits that this provides clear provision to permit the non-accommodation or rejection of Train Slots for performance issues, regardless of TPR compliance. Relevant performance arguments are outlined by NR in this response.
- 4.2.26 GC's argument in paragraph 5.1 (c) that application of the Decision Criteria set out in D4.6 is not applicable is also refuted. NR submits that Condition D4.6 applies to any decision made under Part D, including a decision to accept (or not) an Access Proposal into the Working Timetable. Condition D4.2.1 states that "*in compiling a New Working Timetable in accordance with Condition D2.6, Network Rail shall apply the Decision Criteria in accordance with Condition D4.6 and conduct itself as set out in this Condition D4.2.*" NR submits that the combination of D4.2 and D4.6 makes it clear that NR shall apply the Decision Criteria when compiling the Working Timetable and that D4.6 is applicable to "any matter in this Part D...", supporting NR's application of this Condition in its decision to non-accommodate these services.
- 4.2.27 In paragraph 5.6 of their SRD, GC claim that NR did not take account of all relevant factors or apply reasonable weightings to those factors it did consider. When faced with a Decision, D4.6.3 specifies that NR must consider which of the Considerations (D4.6.2) are relevant to the circumstances and apply those it has identified as relevant. This is done to allow NR to reach a decision which is "fair and not unduly discriminatory...". When applying the Considerations under D4.6.2, D4.6.3 specifies that a weighting is to be assigned to those that are deemed relevant to allow it to reach a decision.
- 4.2.28 In this instance, NR has identified that the Train Slots requested by GC are not competing with requests from other Timetable Participants for the same path and as such, the Priority for Inclusion in D4.2.2 has no bearing on the matter. In assessing the Access Proposals against the Decision Criteria, NR's opinion is that D4.6.2(c) - maintaining and improving and improving train service performance should be given greater weighting than other relevant factors. This is based on the performance analysis prepared for the ESG timetable and the expected performance decrement detailed in 4.2.14 and 4.2.15, the wider scrutiny on the industry to improve performance and reliability referred to in 4.2.8 and NR's assessment of the performance risk posed by including these additional services, detailed in 4.2.16 and 4.2.17.
- 4.2.29 NR further contends that the non-inclusion of these services in the ESG timetable specification, the advanced work and performance modelling completed to support the December 25 timetable change, referenced in Network Rail's non-accommodation letter date 31st March, provides evidence of the weighting of Condition D4.6.2 (g) - the content of any relevant Long Term Plan and any relevant Development Timetable produced by an Event Steering Group.
- 4.2.30 It was also confirmed in the non-accommodation letter that wider assessment of the Decision Criteria in D4.6.2 included consideration of D4.6.2(b) - the spread of services reflect demand and D4.6.2(j) - enabling operators of trains to utilise their assets efficiently. It is NR's opinion that these considerations have a lower weighting than those referenced in 4.2.28 and 4.2.29 above.
- 4.2.31 A Decision Criteria Table has been provided in NR's Appendix E. NR acknowledge that a tabular version of this information has not been provided to GC previously.
- 4.2.32 Further, in paragraph 5.6 of their SRD, GC argues that "the Objective takes primacy over the Considerations listed in D4.6.2". NR submit that this is a misrepresentation and that the relevant wording within D4.6.1 and D4.6.2 makes it clear that the Considerations are to be applied to help achieve the Objective". D4.6.4 confirms that 'the Objective and Considerations together form the Decision Criteria'.
- 4.2.33 With reference to paragraph 5.4 of GC's SRD, NR submits that the Declaration of Congested Infrastructure on the East Coast Main Line is not relevant in the non-accommodation decision on the 14 GC services.

Remedies Sought by GC

- 4.2.34 NR suggests that should GC's dispute of the decision to non-accommodate 14 services within the development of the December 2025 New Working Timetable be upheld by the Panel, the remedies sought in paragraphs 6.1 (a), (d) and (e) of their SRD relate to the preparation of the May 26 New Working Timetable and the powers of the Timetabling Panel do not extend to a timetable which is not the subject of the dispute and that is currently under development.
- 4.2.35 NR further suggests that the powers of the Timetabling Panel do not extend to providing direction to NR on the content of its submissions to the ORR, as requested in paragraph 6.1 (c) of GC's SRD.
- 4.2.36 With reference to 6.1 (b) in GC's SRD, NR submits that GC has had access to the available performance modelling information on the ECML ESG timetable and has been aware of its remit throughout ESG and additional advanced work process.
- 4.2.37 GC do not suggest in their SRD that the circumstances in this case are exceptional - NR supports this position.

4.3 Issues not addressed by the Claimant that the Defendant considers should be taken into account as material to the determination

- 4.3.1 The ECML is one of the UK's busiest and most economically important rail lines, linking London, the East Midlands, Yorkshire, the North East, and Scotland. The new timetable aims to take advantage of recent infrastructure upgrades and better rolling stock. The new timetable adds capacity (an estimated 16,000 extra seats/day) and reduces travel times—key to staying competitive with road and air travel.
- 4.3.2 The East Coast Main Line was already busy in 2016, especially in the southern section, and with the growth of Freight and Open Access by 2024 this has extended to include the northern section of the ECML. The new timetable, developed through the ESG process from 2019 uses better service planning and data-driven modelling to create a more balanced and efficient timetable, though it comes with some performance trade-offs.
- 4.3.3 Aligned with the development of the December 2025 timetable, multiple workstreams are in progress across the industry to mitigate the expected performance decrement in the December 2025 ECML timetable, some of which have required timetable interventions following operational and simulator feedback. The Network Performance Board is providing senior strategic focus and leading an industry-wide drives to provide improvements in network performance, and enhancing both performance and reliability of the railway remains a clear priority for the Secretary of State.

4.4 Why the arguments raised in 4.1 to 4.3 taken together favour the position of the Defendant

- 4.4.1 Within this SRD, NR has provided a clear summary of the development of the ECML ESG timetable and the position of Grand Central's non-accommodated services within this context. NR has evidenced that:
 - 4.4.1.1 GC were involved with ECML ESG forums and the Heads of Planning and practitioner forums that followed to support the additional advanced work from April 2024 to September 2024.
 - 4.4.1.2 With this period, GC had the opportunity to request the inclusion of the 14 non-accommodation services within the advanced work and performance modelling being undertaken but did not do so.
 - 4.4.1.3 GC's additional schedules were not included in the performance modelling completed on the ECML ESG timetable, which supported the industry decision to proceed with a December 2025 introduction of this timetable. At the Priority Date for December 2025, GC were aware that this was the case.

- 4.4.2 NR has demonstrated the factors it has considered as key to the performance of the December 2025 timetable and their significance to the wider industry. These include:
- 4.4.2.1 The criticality of a whole-system approach to performance for meeting customer needs and the focus of the ORR, among others, to ensure NR work with stakeholders to improve performance.
 - 4.4.2.2 Principles key to developing a resilient timetable and the approach of NR's Railsys modelling for the ECML ESG timetable, the outputs of which show a decrement at the introduction of the December 2025 timetable without the inclusion of GC's non-accommodation services.
 - 4.4.2.3 Modelling reports and additional analysis which have been shared with GC through ESG and Heads of Planning forums and in the non-accommodation letter dated 31st March, supporting NR's opinion that their additional services would further degrade timetable performance.
- 4.4.3 NR's SDR also refutes GC's argument that the Network Code has been applied incorrectly in reaching its decision to non-accommodate the 14 Train Slots included in their PDNS at D40. NR submits that:
- 4.4.3.1 Condition D4.2.2 does not provide an obligation for NR to 'comply with all access proposals, with the precedent in TTP1174 providing clear provision for the non-accommodation of Train Slots on performance grounds, regardless of TPR compliance.
 - 4.4.3.2 Application of the Decision Criteria in D4.6 is applicable to "any matter in Part D", supporting application of Condition D4.6 in the non-accommodation decision.
 - 4.4.3.3 In weighting the Decision Criteria Considerations in D4.6.2, NR have considered relevant factors and weighted them appropriately.
- 4.4.4 In its letter dated 29th July 2025 the ORR confirmed their decision to reject GC's access rights application for the 14 non-accommodation services. In doing so, ORR documented in paragraph 16 of their letter the duties being considered when making these decisions, affirming that NR's decision regarding these services in the December 25 New Working Timetable, was only one of several contributing factors to their decision. Further, this letter highlights NR's proportionate approach and the ongoing industry focus on timetable performance. Extracts of paragraphs 16 and 37 of the ORR's letter are provided below.

"16.... For these applications we considered the following duties were the most relevant:

- Promoting improvements in railway service performance (which is defined as including in particular, performance in securing (a) reliability (including punctuality), (b) avoidance or mitigation of passenger overcrowding, and (c) that journey times are as short as possible);*
- Otherwise protecting the interests of users of railway services;*
- Promoting the use and development of the network for passengers and goods to the greatest extent that we consider economically practicable;*
- Promoting competition in the provision of railway services for the benefit of rail users;*
- Enable persons providing railway services to plan the future of their businesses with reasonable assurance; and*
- Have regard to the funds available to the Secretary of State"*

"37...The allocation of additional rights (or rights with greater certainty) appears proportionate across all operators.....Equally, we have concluded that those rights for all operators that Network Rail cannot accommodate should be rejected to preserve the delivery of the timetable and avoid further deterioration in performance."

5 DECISION SOUGHT FROM THE CHAIR

- 5.1.1 The Panel to uphold NR's decisions regarding its acceptance and non-accommodation of the relevant Train Slots in the December 25 New Working Timetable.

- 5.1.2 The Panel supports NR's interpretation of the powers of the Timetabling Panel in relation to being able to provide guidance in relation to the preparation of any future New Working Timetable beyond December 25.
- 5.1.3 Following the recent determination from the ORR, the Panel supports NR's view that there is no expectation of rights for these 14 GC services, within the December 2025 NWT.
- 5.1.4 Network Rail expects each party to the Dispute to bear its own costs.

6 APPENDICES

- 6.1 The Defendant confirms that it has complied with Access Dispute Resolution Rule H21

Appendix A – Email dated 07th April 2025 containing initial non-accommodation letter

Appendix B – Examples of Meetings where Grand Central were invited to participate during 2024 / 2025.

Appendix C – Grand Central trains contained within the December 2024 database which formed the base for additional advanced work

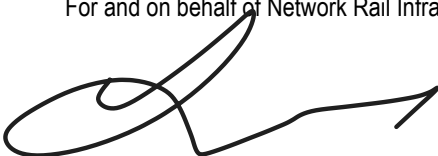
Appendix D – January 2025 Performance Modelling Executive Summary

Appendix E – Decision Criteria Table

Appendix F - Chronology of events

7 SIGNATURE

For and on behalf of Network Rail Infrastructure Limited

A handwritten signature in black ink, consisting of a large, stylized loop followed by a horizontal line and a small upward stroke at the end.

Lindsey Nalton

Timetable Production Manager – East Coast, North & East and East Midlands