

Appendix E – Decision Criteria Table

| Criteria for consideration                                                                                                                                                                            | Impact Weighting<br>(1 Low Impact - 3 High Impact) | Evidence                                                                                                                                                                                                                                | Network Rail Opinion                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| (a) maintaining, developing and improving the capability of the Network;                                                                                                                              | N/A                                                | Not relevant                                                                                                                                                                                                                            | Not relevant, network capability does not change.                                                                                                                                                                                                                                                                                                                                                          |
| (b) that the spread of services reflects demand;                                                                                                                                                      | 1                                                  | GC provided no evidence of how these services align to demand and passenger growth during development of the timetable. Despite being informed on 7 <sup>th</sup> April that it was likely these services would not be included at D26. | This is not relevant to this decision.                                                                                                                                                                                                                                                                                                                                                                     |
| (c) maintaining and improving train service performance;                                                                                                                                              | 3                                                  | Timetable performance T-3 for Long Distance High Speed drops between 3 to 4.5%                                                                                                                                                          | Modelling completed on East Coast Main Line timetable, shows a performance decrement without the inclusion of the GC services, providing strong evidence of the impact of incorporating additional services over and above the modelled volumes.                                                                                                                                                           |
| (d) that journey times are as short as reasonably possible;                                                                                                                                           | N/A                                                | Not relevant                                                                                                                                                                                                                            | This is not relevant to the decision. Journey time requirements have not influenced the exclusion of Train Slots, which were non-accommodated due to performance concerns.”                                                                                                                                                                                                                                |
| (e) maintaining and improving an integrated system of transport for passengers and goods;                                                                                                             | 1                                                  | ESG has been developed to manage and meet expected demand                                                                                                                                                                               | The ESG timetable specification includes return journeys serving Bradford Forster Square and believe there are alternative earlier and late services available serving London Kings Cross and York. Alternative services available from GC served West Yorkshire stations.                                                                                                                                 |
| (f) the commercial interests of Network Rail (apart from the terms of any maintenance contract entered into or proposed by Network Rail) or any Timetable Participant of which Network Rail is aware; | 1                                                  | At time of bidding GC had only an expectation of rights. NR was not made aware of any other commercial agreements that GC had made in connection with the operation of these services.                                                  | Any commercial arrangements GC have beyond these arrangements have not been shared with Network Rail.                                                                                                                                                                                                                                                                                                      |
| (g) the content of any relevant Long Term Plan and any relevant Development Timetable produced by an Event Steering Group;                                                                            | 2                                                  | The timetable published at D26 reflects ESG train service specification                                                                                                                                                                 | The non-accommodated GC were not in either the ESG timetable or the further advance TT work undertaken by NR between April and Sept 2024. The inclusion of these was not raised at any Heads of Planning over this period. Opportunities were missed by GC to build this work into the further advance timetabling and performance modelling delivered to support decisions for the ECML Task Force Group. |
| (h) that, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;                                                                         | N/A                                                | Not relevant                                                                                                                                                                                                                            | This is not relevant to this decision.                                                                                                                                                                                                                                                                                                                                                                     |
| (i) mitigating the effect on the environment;                                                                                                                                                         | N/A                                                | GC provided no evidence that these trains have an improvement on the environment                                                                                                                                                        | Trains are operated by DMUs, the proposal leads to extra train mileage and its not clear from any information shared by GC what wider environmental benefits these additional trains bring.                                                                                                                                                                                                                |
| (j) enabling operators of trains to utilise their assets efficiently;                                                                                                                                 | 2                                                  | NR accept the GC utilisation of fleet might be one of the lowest levels for Operators.                                                                                                                                                  | GC provided no evidence regarding improvements in fleet utilisation being a goal for this timetable change for them.                                                                                                                                                                                                                                                                                       |

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| (k) avoiding changes, as far as possible, to a Strategic Train Slot other than changes which are consistent with the intended purpose of the Strategic Path to which the Strategic Train Slot relates; and | N/A | Not relevant | This is not relevant to this decision. |
| (l) no International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.                                                                                | N/A | Not relevant | This is not relevant to this decision. |