

**Decision Criteria Table**

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| Record of the application of Network Code Part D4.6 Decision Criteria in relation to: | |
| i) | Network Rails decision not to include the following Services requested by AWC:   * 1P92 0939 London Euston to Blackpool North SX * 1A92 1252 Blackpool North to London Euston SX * 1A78 1932 Chester to London Euston SX * 1A70 1753 Holyhead to London Euston SUN |
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| During the development of the December 2025 timetable. | |

In making this decision, Network Rail has carefully considered its obligations under Part D of the Network Code, including the application of the Decision Criteria at Condition D4.6.2 of Part D of the Network Code. The following table sets out Network Rail’s application of the Decision Criteria.

In applying the Decision Criteria Network Rail has weighted the considerations using the below weighting:

N/A - Not applicable in this case

Low: is relevant and of very low importance in this case

Medium: is relevant and of medium importance in this case

High: is of high relevance and high importance in this case

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| **Decision Criteria** | | | | | |
| **Objective (4.6.1)**  *To share capacity on the Network for the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway services.* | | | | | |
| **Decision Criteria Considerations (4.6.2)** | | **Relevance (Yes or N/A)** | **Weighting (1 – Low Impact, 2 – Medium Impact, 3 High Impact)** | **Evidence** | **Network Rail Opinion** |
| a | Maintaining, developing, and improving the capability of the Network; | N/A | N/A | N/A | N/A |
| b | That the spread of services reflects demand; | Yes | Medium | Information not shared with Network Rail until receipt of AWC SRD. AWC continue to cater for the growing leisure market of Blackpool, by offering a fast off-peak service between London and Blackpool. This service also provides additional connectivity for Preston, Warrington and Wigan to / from London, reliving capacity on the busy 0930 Euston – Glasgow and 1038 Glasgow - Euston | There are alternative services that provide alterative reasonable connectivity and spread of services is maintained, and the rejected trains are not essential to meet underlying demand. |
| c | Maintaining and improving train service performance; | Yes | High | The WCML South T0 to 3% MAA is lower than 60% and Right Time is lower than 40%. It is Network Rail’s view that this demonstrates that the WCML South Fast Lines are already highly vulnerable for minor perturbation, and introducing further trains would only worsen the robustness of timetable. | Network Rail therefore concluded that accommodating these services would exacerbate unreliability and would not support the objective of maintaining and improving train service performance. |
| d | That journey times are as short as reasonably possible; | Yes | N/A | N/A | N/A |
| e | Maintaining and improving an integrated system of transport for passengers and goods; | Yes | Medium | Connectivity is retained. Passengers are not 'cut-off' and the network remains integrated even without the extra uplift of paths.  Removing trains from the timetable sees a forced decline in any integrated service for passengers, removing late evening journey opportunities from Chester and North Wales to London and a daytime fast link between Blackpool North, Preston, Wigan and Warrington and London Euston | AWC suggest the rejected trains are essential for integration. NR refute this and submit that the removal of these services does not break the network’s integration — Blackpool, Chester and North Wales all continue to have connectivity to London, albeit with lower frequency. Protecting resilience for the wider network, which benefits all operators and passengers, is a stronger integration outcome than adding services that destabilise performance. |
| 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; | Yes | N/A | N/A | N/A |
| g | Seeking consistency with any Long-Term Plan and any relevant Development Timetable produced by an ESG. | Yes | Medium | AWC rely on the December 2022 ESG timetable.  However, NR’s has confirmed that no Development Timetable was produced by the ESG for December 2025. The ESG outputs from 2022 cannot be treated as binding in perpetuity; they were a snapshot produced under different performance conditions.  . | This demonstrates that the margins assumed in 2022 are no longer sustainable and that reliance on the ESG outputs is misplaced.  NR’s opinion is that (g) could easily be classified as not applicable – however, on the basis that AWC assign importance to it, we note a small degree of relevance, but with a low weighting. |
| h | That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed; | N/A | N/A | N/A | N/A |
| i | Mitigating the effect on the environment; | Yes | N/A | N/A | N/A |
| j | Enabling operators of trains to utilise their assets efficiently; | Yes | Medium | Network Rail acknowledges AWC’s investment in traincrew and rolling stock and accepts that efficient utilisation of assets is a relevant consideration. | In Network Rail’s opinion, the ability to utilise assets efficiently is of lesser importance compared with maintaining network performance.  While ECS movements can be flexed, retimed, or cancelled if required, scheduled passenger services add fixed commitments into an already fragile timetable. |
| 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 | N/A | N/A | N/A |
| l | No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed. | N/A | N/A | N/A | N/A |
| **Decision Taken: Services will not be accommodated within the December 2025 timetable.** | | | | | |

Having considered all of the above and as detailed in Condition D4.6.2, Network Rail submits that the decision to not include these services into the December 2025 timetable is justified by reference to the Network Code and supports the Objective as detailed within Condition D4.6.1 to assist in achieving the safe carriage of passengers and goods in the most efficient and economical manner in the overall interest of current and prospective users and providers of the railway service.