



Decision Criteria Table

Record of the application of Network Code Part D4.6 Decision Criteria in relation to:	
i)	Network Rail’s decision on capacity allocation for 0130 Saturday 11 th April to 0450 Monday 20 th April 2026 (Week 2/3) for S&C refurbishment at Wamphray, C15 Drainage at Harthope and Gibsons (Lockerbie South), Earthworks and Rockfall protection across various locations, rerail and re-sleepering at Southholm and Thankerton and Milling Train activities throughout the possession footprint.

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

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	Evidence	Network Rail Opinion
a	Maintaining, developing and improving the capability of the Network;	Yes	High	<p>Renewals activities improve the structural integrity and track reliability S&C refurbishment at Wamphray, C15 Drainage at Harthope and Gibsons (Lockerbie South), Earthworks and Rockfall protection across various locations, rerail and re-sleeping at Southholm and Thankerton Safety and performance are also maintained through milling activities across the possession footprint on a key part of our network. The opportunity to take such access in this area is limited and Scotland's access is usually always aligned with our counterparts in NW&C.</p> <p>The 9 day blockade was published in v1 of the EAS (ARP) Section 7 for 2026/27 in February 2025. The access was also discussed at the various Deconfliction forums prior to v1 publication and stakeholder feedback at these forums was to align with the "Tri-Link/West Coast North Modernisation Programme" on NW&C route.</p>	<p>These works support maintaining, developing, and improving the capability of the network. These works are essential to maintain safe and reliable infrastructure. If the access is not available, we would be unable to recover the Milling plan which results in not being able to treat areas of Rolling Contact Fatigue due to rail traffic. If left untreated this can cause rail breaks which results in Emergency Speed Restrictions and increased spending on re-railing as an alternative (which would also require disruptive interventions).</p> <p>This programme of renewals activity will support the issue of resilience on operational performance on the WCML, an issue which has now reached Route Director level for the three routes covering the WCML with a performance summit held with the senior representatives from the passenger and freight operators in attendance.</p>

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					<p>NR submit that once the works are completed, the capability of the network will be improved as there will be a reduction in failures due to poor asset condition and formation and the risk of emergency speed restrictions or line closure will be substantial reduced.</p> <p>NR consider that this Consideration supports the talking of the possession.</p>
b	That the spread of services reflects demand;	Yes	Medium	<p>Work has been dated in the period which generally supports the national strategy of alignment supporting Anglo Scottish flows and alternative routes for freight and in a period prior to the peak season for passenger travel in the area.</p> <p>The limits of the possessions were also developed to support passenger handing strategy and minimising bus replacement were possible.</p>	<p>Dating was selected based on aligning with our NW&C counterparts and condensing all works into a 9 day period which means that Scotland would reopen fully after 20th April.</p> <p>The alternative would have been a series of weekend closures running through to June resulting in prolonged disruption. Routes via the ECML and G&SW are available throughout the 9 day closure of the WCML and a Capacity Study would need to be delivered to support diversions once the outputs of the East Coast Main Line timetable recast are known.</p> <p>Easements or protected paths have already been applied to support train movements. These easements also include removing access on routes elsewhere within NR.</p>

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					<p>There is no long-term detrimental impact on demand.</p> <p>NR accept that there is an impact on demand but are seeking to minimise this.</p> <p>NR submit that this Consideration supports the decision to take the possession (in the long term).</p>
c	Maintaining and improving train service performance;	Yes	High	<p>The works are required to improve the resilience and performance of the infrastructure.</p> <p>There are an average of around 5500 defects/faults and a requirement for further ultrasonic testing per year on the WCML. The current volume of hours required for all open defected is 74459.</p> <p>There has been a ten-year analysis which reveals there is a slow but persistent decline in train performance, cancellations and delays exceeding 15 minutes.</p>	<p>Limited access, due to no standard possession opportunities in this area is a growing concern and is generating unsustainable levels of work for our Maintenance teams. This has already led to a performance summit with Route Directors and Senior Representatives from Operators. The renewals work planned for this 9 day blockade will help support maintaining performance on WCML.</p> <p>Disruptive planned possessions are less disruptive than uncontrolled failures of assets.</p> <p>Without renewing the identified assets, the likelihood of incidents that cause more serious perturbation to the timetable will increase.</p> <p>NR submit this Consideration supports the taking of this possession.</p>
d	That journey times are as short as reasonably possible;	Yes	Medium	Due to the nature of the Network in this area there are limited options for passenger diversions. Whilst it is a	Network Rail acknowledges the challenge and impact to our customers. The possession has been

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				challenge for freight. alternative routes are available.	condensed to 9 day and will see all works between the Scotland Boundary and Carstairs completed which means there will be no further disruption to services in that area for the remainder of 2026/27. NR consider that the short-term impact on operators is outweighed by long-term benefits to the network as a whole.
e	Maintaining and improving an integrated system of transport for passengers and goods;	Yes	Medium	The work taking place maintains integration and ensure access is still available to Mossend Freight terminal.	There is a need to maintain an integrated system of transport whilst Network Rail undertakes the works and this applies to both long and short distance passenger services and for freight. By renewing these assets, reliability will be increased, thus minimising the impact on GBRf in the long term. Without intervention, uncontrolled loss of capability becomes more likely.
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	Medium	Due to the nature of the works, it is not possible to deliver these in smaller interventions. Delivering this way is more productive and safer due to opportunity to work in daylight hours, less travelling for our staff and allows for works to be integrated and planned in a way that provides our Deliverers with sufficient time to complete works. It also reduces the overall impact to customers with no further interventions planned for the remainder of the financial year.	Network Rail's motivation is driven more by safety than commercial considerations in respect of this decision. In reaching this decision, Network Rail have considered the commercial interest of the parties (as available) against the paramount objective within both Part A 1.1 to run a 'safe and secure railway' and Part D4.6.1. All operators will be impacted commercially by these

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				Whilst works are being undertaken across the Border, customer demand is suppressed and therefore makes aligning with North West counterparts more palatable for customers (both passenger and freight).	possessions and compensated through the Schedule 4 mechanism. NR submit this Consideration does not support a decision to take the possession.
g	Seeking consistency with any Long Term Plan and any relevant Development Timetable produced by an ESG.	N/A	N/A	There is no relevant Long Term Plan or ESG output.	N/A
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	No International Paths are impacted.	N/A
i	Mitigating the effect on the environment;	Yes	Low	Loss capacity may lead to rail freight moving to road haulage that results in increases CO2 emissions Passengers moved to rail replacement coaches leading to increase capacity and strain on road network	Network Rail acknowledges the mitigating effect on the environment, however if these works were planned through an alternative method (a series of weekends closures, etc), this would also lead to increased road journeys, potentially more. Bus replacements in Scotland have been kept to a minimum between Carlisle and Glasgow/Edinburgh whilst also avoiding any low emissions zones in these cities. NR submit that this Consideration supports taking the possession.
j	Enabling operators of trains to utilise their assets efficiently;	Yes	Low	The possessions have been published in a way that allows operators to utilise the G&SW and ECML for their trains and in a way that reduces bus replacements where possible.	Whilst these works are in an area which cause Operators to divert or bus replace for part of the journey, due to nature of the network, this would always be the case when working at these locations. NR submit that (in the longer term) this Consideration supports the decision to take the possession.

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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	Yes	Low	This RoU impacts identified Strategic Train Slots but that these are currently non-runners/ not assigned to any operators.	NR have not been made aware of any impacting any required Strategic Train Slots NR submit that this Consideration supports the decision to take the possession.
l	No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.	N/A	N/A	There is no impact on Train Slots within the IFCN.	N/A

Decision Taken:

Having considered all of the above and as detailed in Condition D4.6.2, Network Rail submits that the decision to undertake the renewals works in Weeks 2/3 (2026/27) 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.