



## Decision Criteria Table

Record of the application of Network Code Part D4.6 Decision Criteria in relation to:	
i)	Operational GWML Sunday 2 Track Concept Train Plan between Reading to Paddington inclusive, including the Heathrow Branch line to support 2 track possessions.
	The decision is for a base timetable for the production of working timetables. All individual possessions have been requested via the EAS process.
During the development of the May 2023 Timetable and to support the publication of subsequent Timetables	

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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After consideration of the performance data for two track operation during winter/spring 23/24, initial passenger demand data review and early insights into the performance modelling Network Rail have decided that maximum capacity for scheduled passenger services remains at 14.5tph. This allows capacity for 1 path every two hours for other services such as engineering trains and a maximum of one charter service in each direction per weekend excluding empty stock moves. GWR are instructed that 7 trains per hour should not operate in any consecutive hours. This applies to HS2 works between weeks 25 and 32. Network Rail will review week 35 onwards once the review of demand data and performance modelling is completed.

The quantum of services operating should be measured at the junction entering the two track section of operation in the applicable direction.

**Main Line running quantum of services 0500 – 0000**

UP	GWR	HEX	MTR	DOWN	GWR	HEX	MTR
05.00-06.00	0	4	4(HTW)	05.00-06.00	0	4	4(HTW)
06.00-07.00	0	4	5(4HTW, 1 RDG)	06.00-07.00	1	4	5(4HTW, 1 RDG)
07.00-08.00	1	4	6(4HTW,2RDG)	07.00-08.00	3	4	6(4HTW,2RDG)
08.00-09.00	2	4	6(4HTW,2RDG)	08.00-09.00	2	4	6(4HTW,2RDG)
09.00-10.00	5	3	6(4HTW,2RDG)	09.00-10.00	5	3	6(4HTW,2RDG)
10.00-11.00	5	3	6(4HTW,2RDG)	10.00-11.00	6.5	2	6(4HTW,2RDG)
11.00-12.00	6.5	2	6(4HTW,2RDG)	11.00-12.00	6.5	2	6(4HTW,2RDG)
12.00-13.00	6.5	2	6(4HTW,2RDG)	12.00-13.00	6.5	2	6(4HTW,2RDG)
13.00-00.00	6.5	2	6(4HTW,2RDG)	13.00-00.00	6.5	2	6(4HTW,2RDG)

**Relief Line running quantum of services 0500 – 0000**

UP	GWR	HEX	MTR	DOWN	GWR	Hex	MTR
05.00-06.00	0	4	4(HTW)	05.00-06.00	0	4	4(HTW)
06.00-07.00	0	4	5(4HTW, 1RDG)	06.00-07.00	1	4	5(4HTW, 1RDG)
07.00-08.00	1	4	6(4HTW,2RDG)	07.00-08.00	3	4	6(4HTW,2RDG)
08.00-09.00	2	4	6(4HTW,2RDG)	08.00-09.00	5	4	6(4HTW,2RDG)

<b>09.00-10.00</b>	5	3	6(4HTW,2RDG)			OFFICIAL	
<b>10.00-11.00</b>	5	2	6(4HTW,2RDG)	<b>09.00-10.00</b>	5	3	6(4HTW,2RDG)
<b>11.00-12.00</b>	6.5	2	6(4HTW,2RDG)	<b>10.00-11.00</b>	6.5	2	6(4HTW,2RDG)
<b>12.00-13.00</b>	6.5	2	6(4HTW,2RDG)	<b>11.00-12.00</b>	6.5	2	6(4HTW,2RDG)
<b>13.00-00.00</b>	6.5	2	6(4HTW,2RDG)	<b>12.00-13.00</b>	6.5	2	6(4HTW,2RDG)
				<b>13.00-00.00</b>	6.5	2	6(4HTW,2RDG)

## 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;	Y	Low	<p>A timetable based on a future demand forecast, supported by actual demand data, providing services to meet customer demand across destinations. The rationale for providing a 2 track operational railway is twofold:</p> <ol style="list-style-type: none"> <li>1. To allow for yearly maintenance on the GWML to maintain infrastructure reliability in parallel to;</li> <li>2. To enable the HS2 Old Oak Common station railway systems build under Network Rail's (NR) delivery scope.</li> </ol>	This decision criteria has been produced under the access impacts matrix.
b	That the spread of services reflects demand;	Y	High	A forecast was developed up to and includes 2026 demand. 2026 year has been chosen as this is to the midpoint of the HS2OOC construction.	A mixed hourly allocation of capacity on the basis of 14.5 tph through the day. Capacity allocation is shown on tab 'CTP'.

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				<p>Operators provided actual demand data from five Sundays in June and July 2023. This "spot check" demonstrated that across all operators 14.5tph provided sufficient capacity.</p> <p>All three impacted operators were also requested to provide demand data from 10 Sundays between December 23 and February 24.</p> <p>The data provided demonstrates sufficient capacity to meet demand.</p>	Where demand demonstrates the need for more than 2tph for HEx, the proposal allows for the service to increase.
c	Maintaining and improving train service performance;	Y	High	<p>Two track performance data from winter/spring 23/24 has shown a performance drop below Regulatory targets (previous and current), for both Main Line and Relief Line blocks when compared to the average four track Sunday in summer/autumn 2023.</p>	<p>The performance challenges that are seen during 2 track running remain today.</p> <p>There is little resilience in the two track train plan to cope (or recover) from any operational and external incidents.</p>
d	That journey times are as short as reasonably possible;	Y	Medium	<p>The CTP is based on the June 2024 timetable. Any increases in journey times will be kept to a minimum by working through constraints and compromises with the Operators to understand the impact and severity to the operation of services beyond Paddington to the East and Reading to the West where applicable.</p> <p>Where there are contractual committed journey times, every effort has been made to get as close as possible to these durations.</p>	<p>Delivery of a TT containing 14½ paths per hour is the optimum for the industry based on historic data for acceptable performance, resilience, and the ability to recover. Compromises in terms of journey times and stopping patterns have been made to reach the best overall result.</p>

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e	Maintaining and improving an integrated system of transport for passengers and goods;	Y	Low	Freight paths proposed in the June 2024 timetable are not impacted through any reduction of quantum.	<p>It will remain for the access requestor to interface with other potential conflicting access requestors, to ensure that connecting modes of transport allows for continuation of travel for passengers. See Note 2</p> <p>The same number of passengers shall be served under this proposal. For relief line closures, other transport modes are available for those passengers.</p> <p>There is no direct impact on the pathing of freight services.</p>
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;	Y	Medium	Predefined Schedule 4 costs shall be applied or applicable contractual compensation track access agreements which sit outside of Schedule 4 to affected Operators.	<p>Network Rail has considered the existing known commercial interests of impacted Operators. This has been done by asking for impacted passenger numbers from the operators.</p> <p>Network Rail also considered when applying this criterion that in the event that a Timetable Participant can show changes to the information available regarding passenger volumes, Network Rail would work with operators to find a solution which better supports both the Network Rail and the Timetable Participant requirements.</p>
g	Seeking consistency with any relevant ESG output.	N/A	Neutral	N/A	No ESG consideration relevant.

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h	That, as far as possible, International Paths included in the New Working Timetable at D-48 are not subsequently changed;	N/A	Neutral	N/A	No impact to International paths.
i	Mitigating the effect on the environment;	Y	Low	The CTP reduces the number of tph against a 4 track Sunday timetabled service. The capacity allocation is to meet future demand growth. The allocation of services does not foresee the requirement for road rail replacement bus services.	Overall the emissions output are being reduced not increased under this proposed plan.
j	Enabling operators of trains to utilise their assets efficiently;	Y	Medium	Possessions have been published in the 2024 EAS showing the access in Period Blocks, enabling operators to plan driver diagrams and unit diagrams as far ahead as possible.	Planning the access in period blocks whenever possible enables an efficient WTT to be produced.  The TT has been shared with the Operators and comments have been received back. Collaboration between NR and the Operators will continue to achieve an optimum 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	Neutral	N/a	Not relevant
l	No International Freight Train Slot included in section A of an International Freight Capacity Notice shall be changed.	N/A	Neutral	N/A	No impact to International freight.
<b>Decision Taken: Network Rail to apply the allocation of capacity as detailed in the Concept Train Plan</b>					

Having considered all of the above and as detailed in Condition D4.6.2, Network Rail submits that the decision to increase the dwell times for the listed stations to 1 minute dwells 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.