

WEST COAST FRANCHISE

SERVICE LEVEL COMMITMENT 4 (December 2008)

Version 2– 4/11/09 (updated for final December 2008 timetable)

Part 1

Service Level Commitment – General Provisions

1. CONSTRUCTION

The following provisions of this Part 1 shall apply in respect of the Service Level Commitment set out in Part 2, and these provisions shall be subject to flex rights contained within the Franchisee's Track Access Contract.

2. DAYS AND TIMES OF DAY

- 2.1 Except to the extent the context otherwise requires, references to a day mean the period commencing at 0200 on one day and ending at 0159 on the following day and references to particular days of the week shall be construed accordingly.
- 2.2 References to periods of times and periods of days include the times and days such periods start and finish.
- 2.3 All references to time are to the twenty-four hour clock.

3. SERVICES

- 3.1 Except where expressly indicated to the contrary, references to services, all services or any part or any proportion of services are to be construed as references to the Passenger Services (or the relevant part or proportion thereof) required to be included by the Franchisee in its Timetable pursuant to paragraph 10.2 of Schedule 1.1 (*Service Development*) of the Terms and do not include such additional railway passenger services as the Franchisee may be permitted to provide from time to time under this Agreement.
- 3.2 Except where expressly indicated to the contrary, where an interval or frequency is specified for a service, such specification shall apply at the departure point for the relevant service.
- 3.3 Except where expressly indicated to the contrary, all services are to run in both directions and the requirements of the Service Level Commitment (including any interval between services, frequency of service or stopping pattern) are to apply in each direction.
- 3.4 Unless discretion is given in the wording of this Service Level Commitment, the Franchisee must not increase or decrease the number of services, nor decrease or cut short the stopping pattern of the services specified. Where discretion is allowed this will normally shown by using 'may' instead of 'shall' to describe the services.

4. STATIONS/SERVICE EXTENSIONS

- 4.1 Except where expressly indicated to the contrary and subject always to compliance with the other provisions of the Service Level Commitment (including any maximum Journey Times) nothing in the Service Level Commitment shall prevent services which are required to be included by, or on behalf of, the Franchisee in the Timetable pursuant to paragraph 10.2 of Schedule 1.1 (*Service Development*) of the Terms calling at any stations which are not specified in the Service Level Commitment or any relevant part of it.
- 4.2 The Franchisee may designate any station, at which a service calls, as a Request Stop Station, where such service need only call when a passenger or intending passenger wishes to join such service or leave such service at such station. Any such designation by the Franchisee shall be clearly advertised in advance to intending passengers (including in the timetable).
- 4.3 Where a station is served by less than 80 per cent of services on a particular Route, that station shall be deemed to be a Limited Stop. All stations receiving a service of more than 80 per cent of services on a particular Route shall not be considered Limited Stop stations.

5. CONNECTIONS

- 5.1 Except where expressly indicated to the contrary, a service that is required to be included in the Timetable, shall be provided so as to enable travel between the stations specified without passengers being required to change train. Where a service may be provided by a Connection or where a Connection is required to be provided between two services, such service or combination of services may be provided without change of train being required.
- 5.2 Except where expressly indicated to the contrary, where Connections are required to be provided by the Franchisee, the Franchisee shall ensure that the interval or waiting period between the two relevant services is of a sufficient duration to allow passengers a reasonable period of time to transfer between such services.
- 5.3 Except where expressly indicated to the contrary, where services are subject to maximum Journey Times, such Journey Times shall not apply where the services are required to be, or may be, provided by Connections.

6 BANK HOLIDAYS

The level of service required to be included in the Timetable for the following days shall, except to the extent the Authority otherwise agrees, be as follows:

24 December:	Services may be wound down for close of service by 2000;
25th and 26th December	No services are required to be operated;

Weekdays falling between Christmas and New Year's Eve:	Weekday service to operate. On the 27th December services may commence at 0800.
New Year's Eve	Services may be wound down for close of service by 2000;
New Year (1st January):	Weekday service to operate, unless otherwise shown in the Service Level Commitment. Services may commence at 0800. A Sunday service may be provided for journeys to and from Scotland but there is no requirement for services to be extended to or originate from stations north of Edinburgh.
Other Bank Holidays:	Weekday service to operate.

7. SERVICE INTERVALS

7.1 Except where expressly indicated to the contrary, where the Franchisee is required to include within the Timetable, services for a specified period (which period shall commence and end with an Early Service or Late Service), with a specified interval between each such service during such period, then the following shall apply:

- (a) the minimum number of services to be included in the Timetable in such period shall be determined in accordance with the following formula:

$$S = \frac{TM}{IM}$$

where:

S is the minimum number of services to be included in the Timetable;

TM is the total minutes in the specified period; and

IM is the number of minutes in the specified interval, rounded down to the nearest whole number;

- (b) the interval between any two services during such period may be extended by:

- (i) five minutes; or,

- (ii) if greater, an amount of minutes equivalent to one-sixth of the specified interval between each service rounded down to the nearest whole number, subject to the other provisions of this paragraph 7.1 and such extension not exceeding ten minutes;
- (c) the interval between any two services may be reduced, subject to the other provisions of this paragraph 7.1, below the interval between each service required in accordance with paragraph 7.1(a) for such period, by such amount as the Franchisee may determine, provided that the quantum of services is maintained and provided that;
- (d) the interval between services during such specified period shall be such that, for any period which occurs during such specified period and has a duration equivalent to:

$((4 \times SI) + E)$ minutes where:

SI is equal to the specified interval between such services; and

E is equal to the extension permitted to such interval under paragraph 7.1(b),

at least four services shall be included in the Timetable in such period; and

- (e) the intervals between the start of such period of time and the first service in such period (save where such period of time starts with an Early Service) and between the last service in such period and the end of such period (save where such period of time ends with a Late Service) shall each be no more than the interval between each service specified for such period and (save where such period of time starts and/or ends with an Early Service/Late Service) one of such intervals shall be no more than half such interval between each service.

- 7.2 Except where expressly indicated to the contrary, where one period ends and another period begins immediately thereafter and services are specified at different intervals for each such period, the maximum interval between the last service in the first period and the first service in the second period shall be the longer of the maximum intervals allowed for each such period.

8. SERVICE LEVEL COMMITMENT

- 8.1 The Service Level Commitment is as set out in Part 2.

Part 2

December 2008 Onwards

Route A: London Euston to Birmingham New Street

1. ROUTE DEFINITION

- 1.1 Services shall be provided between London Euston and Birmingham New Street, calling at Coventry and Birmingham International.
- 1.2 Secondary Stops shall be made at Watford Junction, Milton Keynes Central, Northampton, Rugby and Sandwell & Dudley.
- 1.3 Services shall be extended to Wolverhampton, as specified in Section 2 below.

LIMITED STOPS

- 1.4 Limited Stops shall be made at Northampton, as specified in Paragraph 2.9 below.

2. SERVICE PATTERN - MONDAYS TO FRIDAYS

- 2.1 Between and including the Early and Late Services, three services per hour shall be provided at 20 minute intervals between London Euston and Birmingham New Street, calling at the stations in Paragraph 1.1. One of these southbound services departing Birmingham New Street between 0720 and 0740 shall not call at Birmingham International and Coventry.
- 2.2 Between and including the Early and Late Services, one of the services per hour specified in Paragraph 2.1 shall originate from and be extended to Wolverhampton in both directions, calling at Sandwell & Dudley.
- 2.3 Between 0520 and 0540, one additional service shall be provided from Birmingham New Street to London Euston, calling at the stations in Paragraph 1.1.
- 2.4 Between 0600 and 0730 three additional services from Wolverhampton to Birmingham New Street shall be provided.
- 2.5 Between 0730 and 0750, one additional service shall be provided from Birmingham International to London Euston, calling at the stations in Paragraph 1.1.
- 2.6 Three additional services shall operate from London Euston to Birmingham New Street before the Early Service, one of which shall be extended to Wolverhampton.

- 2.7 Three additional services from London Euston to Birmingham New Street shall operate after the Late Service at hourly intervals, all of which shall be extended to Wolverhampton.
- 2.8 Five additional services shall operate from Birmingham New Street to London Euston between the Late Service and 2320. Four of these services shall originate from Wolverhampton, calling at Sandwell & Dudley.
- 2.9 Between 0600 and 0630, one additional service shall be provided from Rugby to London Euston, calling at Northampton.

3. SERVICE PATTERN - SATURDAYS

- 3.1 Between and including the Early and Late Services, three services per hour shall be provided at 20 minute intervals between London Euston and Birmingham New Street, calling at the stations in Paragraph 1.1, except for departures from London Euston between 2000 and 2059, when one service shall be provided.
- 3.2 Between and including the Early and Late Services, one of the services per hour specified in Paragraph 3.1 shall originate from and be extended to Wolverhampton in both directions, calling at Sandwell & Dudley.
- 3.3 Between 0600 and 0730 three additional services from Wolverhampton shall be provided.
- 3.4 One additional service shall operate from London Euston to Birmingham New Street before the Early Service, which shall be extended to Wolverhampton.
- 3.5 Two additional services shall operate from Birmingham New Street to London Euston after the Late Service. Both services shall originate at Wolverhampton, calling at Sandwell & Dudley.
- 3.6 After the Late Service to Birmingham New Street, one additional service shall be provided from London Euston to Wolverhampton, calling at the stations specified in paragraph 1.1 and additionally at Watford Junction, Milton Keynes Central, Rugby and Sandwell & Dudley. This service shall depart London Euston not earlier than 2130.

4. SERVICE PATTERN - SUNDAYS

- 4.1 Between the Early and Late Services, three services in each hour shall be provided between London Euston and Birmingham New Street, calling at the stations in Paragraph 1.1, except for departures from Birmingham New Street between 1900 and 2059, when two services per hour shall be provided.
- 4.2 Between the Early and Late Services, one service in each hour specified in Paragraph 4.1 shall originate from and be extended to Wolverhampton in both directions, calling at Sandwell and Dudley.
- 4.3 Between 0830 and the Early Service, three additional services shall be provided from London Euston to Birmingham New Street at hourly intervals. These services shall be extended to Wolverhampton. After the Late Service, two additional services shall be provided, one of which shall be extended to Wolverhampton.
- 4.4 Between 0800 and the Early Service three additional services shall operate from Birmingham New Street to London Euston at hourly intervals. These services shall originate from Wolverhampton.
- 4.5 Two additional services shall operate from Birmingham New Street to London Euston after the Late Service at a maximum interval of 1 hour, both of these shall have originated at Wolverhampton.

5. SECONDARY STOPS

5.1 On **Mondays to Fridays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Watford Junction	Milton Keynes Central	Rugby	Sandwell & Dudley ¹
0600-0659	1	1	1	1
0700-0759	1	1	1	1
0800-0859	1	1	1	1
0900-0959	1	1	1	1
1000-1059	1	1	1	1
1100-1159	1	1	1	1
1200-1259	1	1	1	1
1300-1359	1	1	1	1
1400-1459	1	1	1	1
1500-1559	1	1	1	1
1600-1659	1	1	1	1
1700-1759	1	1	1	1
1800-1859	1	1	1	1
1900-1959	1	1	1	2
2000-2059	1	1	1	2
2100-2159	1	2	1	2
2200-2259	1	1	1	0
2300-2359	0	1	1	0

¹ Served by services to/from Wolverhampton

Services departing Birmingham New Street to London Euston	Sandwell & Dudley ¹	Rugby	Milton Keynes Central	Watford Junction
0500-0559	1	1	2	1
0600-0659	3	0	2 ²	1
0700-0759	2	1	0	0
0800-0859	1	1	1	1
0900-0959	1	1	1	1
1000-1059	1	1	1	1
1100-1159	1	1	1	1
1200-1259	1	1	1	1
1300-1359	1	1	1	1
1400-1459	1	1	1	1
1500-1559	1	1	1	1
1600-1659	1	1	1	1
1700-1759	1	1	1	1
1800-1859	1	1	1	1
1900-1959	1	1	1	1
2000-2059	1	1	1	1
2100-2159	1	0	1	1
2200-2259	1	1	1	1
2300-2359	1	1	1	1

¹ Served by services to/from Wolverhampton

² One service is set down only

5.2 On **Saturdays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Watford Junction	Milton Keynes Central	Rugby	Sandwell & Dudley ¹
0600-0659	1	0	0	1
0700-0759	1	1	1	1
0800-0859	1	1	1	1
0900-0959	1	1	1	1
1000-1059	1	1	1	1
1100-1159	1	1	1	1
1200-1259	1	1	1	1
1300-1359	1	1	1	1
1400-1459	1	1	1	1
1500-1559	1	1	1	1
1600-1659	1	1	1	1
1700-1759	1	1	1	1
1800-1859	1	1	1	1
1900-1959	1	1	1	1
2000-2059	1	0	0	1
2100-2159	2	2	2	2

¹ Served by services to/from Wolverhampton

Services departing Birmingham New Street to London Euston	Sandwell & Dudley ¹	Rugby	Milton Keynes Central	Watford Junction
0500-0559	0	1	0	0
0600-0659	1	1	1	2
0700-0759	2	1	1	1
0800-0859	1	1	1	1
0900-0959	1	1	1	1
1000-1059	1	1	1	1
1100-1159	1	1	1	1
1200-1259	1	1	1	1
1300-1359	1	1	1	1
1400-1459	1	1	1	1
1500-1559	1	1	1	1
1600-1659	1	1	1	1
1700-1759	1	1	1	1
1800-1859	1	1	1	1
1900-1959	1	1	1	1
2000-2059	1	1	1	1
2100-2159	1	1	1	1

¹ Served by services to/from Wolverhampton

5.3 On **Sundays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Watford Junction	Milton Keynes Central	Rugby	Sandwell & Dudley ¹
0800-0859	1	1	1	1
0900-0959	1	1	1	1
1000-1059	1	1	1	1
1100-1159	1	1	1	0
1200-1259	1	1	1	1
1300-1359	1	1	1	1
1400-1459	1	1	1	1
1500-1559	1	1	1	1
1600-1659	1	1	1	1
1700-1759	1	1	1	1
1800-1859	1	1	1	1
1900-1959	1	1	1	1
2000-2059	2	2	1	1
2100-2159	1	1	1	0
2200-2259	1	1	1	0
2300-2359	1	1	1	0

¹ Served by services to/from Wolverhampton

Services departing Birmingham New Street to London Euston	Sandwell & Dudley ¹	Rugby	Milton Keynes Central	Watford Junction
0800-0859	1	1	1	1
0900-0959	1	1	1	1
1000-1059	1	1	1	1
1100-1159	1	2	1	0
1200-1259	1	1	1	1
1300-1359	1	1	1	1
1400-1459	1	1	1	1
1500-1559	1	1	1	1
1600-1659	1	1	1	1
1700-1759	1	1	1	1
1800-1859	1	1	1	1
1900-1959	1	0	1	1
2000-2059	1	1	1	2
2100-2159	1	1	1	1
2200-2259	1	1	1	1
2300-2359	1	1	1	1

¹ Served by services to/from Wolverhampton

6. EARLY AND LATE SERVICES

	Early Service arrives at destination no later than:		
Route	Monday - Friday	Saturday	Sunday
London Euston to Birmingham New Street	0830	0830	1345
Birmingham New Street to London Euston	0715	0800	1305

	Late Service departs no earlier than:		
Route	Monday - Friday	Saturday	Sunday
London Euston to Birmingham New Street	2050	2050	2130
Birmingham New Street to London Euston	1945	1900	2100

7. MAXIMUM JOURNEY TIMES

Route	Monday - Friday	Saturday	Sunday
London Euston - Birmingham New Street	1 hour 25 minutes, with 3 intermediate stops, with one exception of 1 hour 26 minutes	1 hour 26 minutes, with 3 intermediate stops, with one exception of 1 hour 36 minutes	1 hour 27 minutes, with 3 intermediate stops
Birmingham New Street - London Euston	1 hour 24 minutes, with 3 intermediate stops, with two exceptions of 1 hour 26 minutes	1 hour 26 minutes, with 3 intermediate stops	1 hour 27 minutes, with 3 intermediate stops, with one exception of 1 hour 29 minutes

Route B: London Euston to Chester and North Wales

1. ROUTE DEFINITION

- 1.1 Services shall be provided between London Euston and Chester, calling at Milton Keynes Central and Crewe.
- 1.2 Secondary Stops shall be made at Flint, Prestatyn, Rhyl, Colwyn Bay, Llandudno Junction, Bangor (Gwynedd) and Holyhead, as specified in Paragraphs 5.1, 5.2 and 5.3.

LIMITED STOPS

MONDAYS TO FRIDAYS

- 1.3 **Rugby:** One service departing Chester before 0800 shall call.
- 1.4 **Nuneaton:** Two services departing London Euston after 1700 shall call. One service departing Chester before 0700 shall call.

SATURDAYS

- 1.5 **Watford Junction:** One service departing London Euston before 0930 shall call.

SUNDAYS

- 1.6 **Nuneaton:** One service departing London Euston after 1700 shall call. Two services arriving at London Euston before 1600 shall call.

2. SERVICE PATTERN - MONDAYS TO FRIDAYS

- 2.1 Between and including the Early and Late Services, one train per hour shall be provided from London Euston to Chester, calling at the stations in Paragraph 1.1.
- 2.2 Between 0800 and 1000, two services specified in Paragraph 2.1 shall be extended to Holyhead, calling at intermediate stations between Chester and Holyhead specified in Paragraph 1.2. One of these services may terminate at Bangor (Gwynedd).
- 2.3 Between 1600 and the Late Service, four services specified in Paragraph 2.1 shall be extended to Holyhead at hourly intervals, calling at intermediate stations between Chester and Holyhead specified in Paragraph 1.2. One of these services may terminate at Bangor (Gwynedd).
- 2.4 An additional service shall be provided before 0700 between Crewe and Holyhead, calling at intermediate stations between Chester and Holyhead

specified in Paragraph 1.2. This service shall originate from Birmingham New Street.

- 2.5 Between and including the Early and Late Services, one train per hour shall be provided from Chester to London Euston, calling at the stations in Paragraph 1.1. The interval between the penultimate service and the Late Service from Chester may be extended up to 120 minutes.
- 2.6 Between and including the Early Service and 1100, four services shall have originated at Holyhead at approximately hourly intervals, calling at intermediate stations between Holyhead and Chester specified in Paragraph 1.2. One interval may be extended to 120 minutes. Services arriving at London Euston before 0945 need not call at Milton Keynes Central.
- 2.7 Between 1200 and 1400, two services specified in Paragraph 2.1 shall have originated at Holyhead (to provide an hourly interval at Chester), calling at intermediate stations between Holyhead and Chester specified in Paragraph 1.2. One of these services may start at Bangor (Gwynedd).
- 2.8 Between 1930 and 2030, an additional service shall be provided from Bangor (Gwynedd) calling at stations specified in Paragraph 1.2. This service shall be extended to Birmingham New Street.

3. SERVICE PATTERN - SATURDAYS

- 3.1 An additional service shall be provided before 0700 between Crewe and Holyhead, calling at intermediate stations between Chester and Holyhead specified in Paragraph 1.2. This service shall originate from Birmingham New Street.
- 3.2 Between and including the Early and Late Services, one train in each hour shall be provided between London Euston and Chester, calling at the stations in Paragraph 1.1. One interval between northbound services may be extended to 90 minutes.
- 3.3 Four trains specified in Paragraph 3.2 shall be extended to and from Holyhead.
- 3.4 The provision of services in Paragraphs 3.2 and 3.3 may be satisfied by connections at Crewe so long as one direct service in each direction is provided between London Euston and Holyhead.

4. SERVICE PATTERN - SUNDAYS

- 4.1 Between and including the Early and Late Services, trains shall be provided between London Euston and Chester at approximately hourly intervals, calling at the stations in Paragraph 1.1, with one southbound interval of approximately two hours.
- 4.2 Three northbound services and four southbound services specified in Paragraph 4.1 shall be extended to Holyhead, calling at the stations in Paragraph 1.2.
- 4.3. The provision of services in Paragraphs 4.1 and 4.2 may be satisfied by connections at Crewe so long as one direct service in each direction is provided between London Euston and Holyhead.

5. SECONDARY STOPS

5.1 On **Mondays to Fridays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Flint	Prestatyn	Rhyl	Colwyn Bay	Llandudno Junction	Bangor (Gwynedd)	Holyhead
0800-0859	1	1	1	1	1	1	0
0900-0959	0	0	1	1	1	1	1
1600-1659	1	1	1	1	1	1	0
1700-1759	1	1	1	1	1	1	1
1800-1859	0	0	1	1	1	1	1
1900-1959	1	1	1	1	1	1	1

Services departing Chester to London Euston	Holyhead	Bangor (Gwynedd)	Llandudno Junction	Colwyn Bay	Rhyl	Prestatyn	Flint
0600-0659	1	1	1	1	1	0	0
0700-0759	1	1	1	1	1	1	0
0800-0859	1	1	1	1	1	1	1
1000-1059	1	1	1	1	1	1	1
1300-1359	0	1	1	1	1	1	1
1500-1559	1	1	1	1	1	0	0

5.2 On **Saturdays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Flint	Prestatyn	Rhyl	Colwyn Bay	Llandudno Junction	Bangor (Gwynedd)	Holyhead
0800-0859	0	0	1	1	1	1	1
1400-1459	1	1	1	1	1	1	1
1600-1659	1	1	1	1	1	1	1
1700-1759	1	1	1	1	1	1	1

Services departing Chester to London Euston	Holyhead	Bangor (Gwynedd)	Llandudno Junction	Colwyn Bay	Rhyl	Prestatyn	Flint
0800-0859	1	1	1	1	1	1	1
0900-0959	1	1	1	1	1	1	1
1000-1059	1	1	1	1	1	1	0
1600-1659	1	1	1	1	1	0	0

5.3 On **Sundays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Flint	Prestatyn	Rhyl	Colwyn Bay	Llandudno Junction	Bangor (Gwynedd)	Holyhead
1700-1759	0	1	1	1	1	1	1
1800-1859	1	1	1	1	1	1	1
1900-1959	1	1	1	1	1	1	1

Services departing Chester to London Euston	Holyhead	Bangor (Gwynedd)	Llandudno Junction	Colwyn Bay	Rhyl	Prestatyn	Flint
1200-1259	1	1	1	1	1	1	1
1300-1359	1	1	1	1	1	1	0
1400-1459	1	1	1	1	1	1	1
1500-1559	1	1	1	1	1	0	0

6. EARLY AND LATE SERVICES

	Early Service arrives at destination no later than:		
Route	Monday - Friday	Saturdays	Sunday
London Euston - Chester	0930	1030	1730
Chester - London Euston	0845	1045	1400

	Late Service departs no earlier than:		
Route	Monday - Friday	Saturdays	Sunday
London Euston - Chester	2000	1800	1900
Chester - London Euston	1915	1615	1815

7. MAXIMUM JOURNEY TIMES

Route	Monday - Friday	Saturday	Sunday
London Euston - Chester	2 hours 2 minutes with three exceptions of 2 hours 7 minutes	2 hours 30 minutes	2 hours 30 minutes
Chester - London Euston	2 hours 3 minutes with two exceptions of 2 hours 9 minutes	2 hours 30 minutes	2 hours 30 minutes

Route C: London Euston to Manchester Piccadilly

1. ROUTE DEFINITION

- 1.1 Services shall be provided between London Euston and Manchester Piccadilly via Stoke-on-Trent, calling at Stoke-on-Trent and Stockport and either of Milton Keynes Central and Macclesfield.
- 1.2 Services shall also be provided between London Euston and Manchester Piccadilly via Crewe, calling at Crewe, Wilmslow and Stockport.

LIMITED STOPS

MONDAYS TO FRIDAYS

- 1.3 **Watford Junction:** One service departing London Euston before 0700 shall call. Three services departing Manchester Piccadilly before 2000 and two services departing Manchester Piccadilly after 2000 shall call.
- 1.4 **Rugby:** Three services departing Manchester Piccadilly before 0700 shall call. One service departing London Euston after the Late Service via Crewe shall call.
- 1.5 **Nuneaton:** Three services departing Manchester Piccadilly before 0800 shall call.
- 1.6 **Tamworth and Lichfield Trent Valley:** One service departing London Euston after 2000 shall call.
- 1.7 **Stafford:** Three services departing Manchester Piccadilly before 0700 shall call. One service departing Manchester Piccadilly after 1930 shall call. Two services departing London Euston after 1900 shall call.

SATURDAYS

- 1.8 **Watford Junction:** One service departing London Euston before 0700 shall call. One service departing Manchester Piccadilly before 0600 and one service departing Manchester Piccadilly after 2000 shall call.

- 1.9 **Rugby:** Two services departing Manchester Piccadilly before 0700 shall call
- 1.10 **Nuneaton:** One service departing London Euston after 2000 shall call.
- 1.11 **Tamworth and Lichfield Trent Valley:** One service departing Manchester Piccadilly before 0700 shall call.
- 1.12 **Stafford:** One service departing Manchester Piccadilly before 0600 shall call. One service departing London Euston after 2030 shall call.

SUNDAYS

- 1.13 **Watford Junction:** Three services departing Manchester Piccadilly before 1100 and one service departing Manchester Piccadilly after 2030 shall call.
- 1.14 **Rugby:** One service departing London Euston after 2100 shall call.
- 1.15 **Nuneaton:** One service departing London Euston after 2100 shall call.
- 1.16 **Stafford:** Two services departing London Euston after 2000 shall call. One service departing Manchester Piccadilly before 0830 shall call.

2. SERVICE PATTERN - MONDAYS TO FRIDAYS

NORTHBOUND

- 2.1 Between and including the Early Service via Stoke-on-Trent and 2010, two services per hour shall be provided from London Euston to Manchester Piccadilly via Stoke-on-Trent, calling at the stations in Paragraph 1.1. These services shall alternately call at Milton Keynes Central or Macclesfield, to provide these stations with one service from London Euston to Manchester Piccadilly in each hour, except the Early Service via Stoke-on-Trent, and the following service via Stoke-on-Trent, which shall call at both.
- 2.2 Between and including the Early and Late Services via Crewe, one service per hour shall be provided from London Euston to Manchester Piccadilly via Crewe, calling at the stations in Paragraph 1.2. One service departing before 0800 may call additionally at Milton Keynes Central. One service need not call at Crewe and Stockport.
- 2.3 Between the Early Service and 2010, services specified in Paragraphs **2.1** and **2.2** shall be timed to provide a total of three services per hour from London Euston to Manchester Piccadilly, departing at 20 minute intervals.

- 2.4 Between 2010 and the Late Service via Stoke-on-Trent, one additional service shall be provided from London Euston to Manchester Piccadilly, calling at the stations in Paragraph 1.1, including both Milton Keynes Central and Macclesfield.
- 2.5 After the Late Service via Crewe, one additional service shall be provided calling at the stations in Paragraph 1.2 and additionally at Milton Keynes Central. This service need not call at Wilmslow.

SOUTHBOUND

- 2.6 Between and including the Early Service via Stoke-on-Trent and 0659, three services shall be provided between Manchester Piccadilly and London Euston via Stoke-on-Trent, calling at the stations in Paragraph 1.1. One of these trains may be combined with a service specified in Route A, with one service fulfilling both requirements.
- 2.7 Between the Early Service via Crewe and 2005, one service per hour shall be provided from Manchester Piccadilly to London Euston via Crewe, calling at the stations in Paragraph 1.2. The Early Service via Crewe, and the last three services via Crewe shall call additionally at Milton Keynes Central.
- 2.8 One additional service shall be provided from Manchester Piccadilly to London Euston, to arrive at London Euston not later than 0900. This service shall call only at Stockport.
- 2.9 Between 0700 and 1859, two services per hour shall be provided from Manchester Piccadilly to London Euston via Stoke-on-Trent, calling at the stations in Paragraph 1.1. These services shall alternately call at Milton Keynes Central or Macclesfield, to provide these stations with one service from London Euston to Manchester Piccadilly in each hour.
- 2.10 Between 0700 and 2005, services specified in Paragraphs 2.7 and 2.9 shall be timed to depart Manchester Piccadilly to provide a total of three services per hour departing from Manchester Piccadilly to London Euston, at 20 minute intervals, except during the period between 1900 and 2005 when there shall only be one service via Stoke-on-Trent, which shall call additionally at Milton Keynes Central, and one service via Crewe.
- 2.11 After the Late Service via Crewe, two services shall be provided at hourly intervals from Manchester Piccadilly to London Euston via Stoke-on-Trent, calling at Stockport, Macclesfield and Milton Keynes Central.

3. SERVICE PATTERN - SATURDAYS

NORTHBOUND

- 3.1 Between and including the Early and Late Services via Stoke-on-Trent, two trains per hour shall be provided from London Euston to Manchester Piccadilly via Stoke-on-Trent, calling at the stations in Paragraph 1.1. These services shall alternately call at Milton Keynes Central or Macclesfield, to provide these stations with one service from London Euston to Manchester Piccadilly in each hour.
- 3.2 Between and including the Early and Late Services via Crewe, one train per hour shall be provided from London Euston to Manchester Piccadilly via Crewe, calling at the stations in Paragraph 1.2.
- 3.3 Between 0600 and the Early Service via Stoke-on-Trent, three services shall be provided from London Euston to Manchester Piccadilly via Stoke-on-Trent at hourly intervals, calling at the stations in Paragraph 1.1 and additionally at Macclesfield. One of these services shall call at Milton Keynes Central.
- 3.4 Between 0715 and 0830, two additional services shall be provided from London Euston to Manchester Piccadilly via Stoke-on-Trent at hourly intervals, calling at the stations in Paragraph 1.1. Both of these services shall call at Milton Keynes Central.
- 3.5 Between 0600 and the Early Service via Crewe, three services shall be provided from London Euston to Manchester Piccadilly via Crewe at hourly intervals, calling at the stations in Paragraph 1.2. One of these services shall call additionally at Milton Keynes Central.
- 3.6 After the Late Service via Stoke-on-Trent, one service shall be provided from London Euston to Manchester Piccadilly via Stoke-on-Trent, calling at the stations in Paragraph 1.1, and calling additionally at Macclesfield.
- 3.7 After the Late Service via Crewe, two services shall be provided from London Euston to Manchester Piccadilly via Crewe, calling at the stations in Paragraph 1.2. The second of these services shall depart London Euston not earlier than 2045 and shall call additionally at Milton Keynes Central.

SOUTHBOUND

- 3.8 Between and including the Early and Late Services via Stoke-on-Trent, two services per hour shall be provided from Manchester Piccadilly to London Euston via Stoke-on-Trent, calling at the stations in Paragraph 1.1. These services shall alternately call at Milton Keynes Central or Macclesfield, to

provide these stations with one service from London Euston to Manchester Piccadilly in each hour.

- 3.9 Between and including the Early and Late Services via Crewe, one train per hour shall be provided from Manchester Piccadilly to London Euston via Crewe, calling at the stations in Paragraph 1.2.
- 3.10 Before the Early Service via Crewe, three additional services shall be provided from Manchester Piccadilly to London Euston via Crewe, calling at the stations in Paragraph 1.1. Two of these services shall also call at Milton Keynes Central.
- 3.11 After the Late Service via Stoke-on-Trent, four additional services shall be provided from Manchester Piccadilly to London Euston via Stoke-on-Trent, calling at the stations in Paragraph 1.1. Two of these services shall also call at Milton Keynes Central.

4. SERVICE PATTERN - SUNDAYS

NORTHBOUND

- 4.1 Between and including the Early Service via Stoke-on-Trent and 1159, one train per hour shall be provided from London Euston to Manchester Piccadilly via Stoke on Trent, calling at the stations in Paragraph 1.1, including both Milton Keynes Central and Macclesfield.
- 4.2 Between 1200 and the Late Service via Stoke-on-Trent, two trains per hour shall be provided from London Euston to Manchester Piccadilly via Stoke-on-Trent, calling at the stations in Paragraph 1.1. These services shall alternately call at Milton Keynes Central or Macclesfield, to provide these stations with one service from London Euston to Manchester Piccadilly in each hour.
- 4.3 Between 1200 and the Late Service via Crewe, one train per hour shall be provided from London Euston to Manchester Piccadilly via Crewe, calling at the stations in Paragraph 1.2.
- 4.4 After the Late Service via Stoke-on-Trent, one service shall be provided from London Euston to Manchester Piccadilly via Stoke-on-Trent, calling at the stations in Paragraph 1.1, including both Milton Keynes Central and Macclesfield.
- 4.5 After the Late Service via Crewe, one service shall be provided from London Euston to Manchester Piccadilly via Crewe, calling at the stations in paragraph 1.2. This service need not call at Wilmslow, but shall call additionally at Milton Keynes Central.

SOUTHBOUND

- 4.6 Before 1100, three services shall be provided from Manchester Piccadilly to London Euston via Stoke-on-Trent, calling at the stations in Paragraph 1.1, with two services calling at both Milton Keynes Central and Macclesfield.
- 4.7 Between 1100 and the Late Service via Stoke-on-Trent, two services per hour shall be provided from Manchester Piccadilly to London Euston via Stoke-on-Trent, calling at the stations in Paragraph 1.1. These services shall alternately call at Milton Keynes Central or Macclesfield, to provide these stations with one service from London Euston to Manchester Piccadilly in each hour.
- 4.8 Between 1100 and the Late Service via Crewe, one train per hour shall be provided from Manchester Piccadilly to London Euston via Crewe, calling at the stations in Paragraph 1.2.
- 4.9 Before the Early Service via Crewe, one additional service shall be provided from Manchester Piccadilly to London Euston via Crewe, calling at the stations in Paragraph 1.2.
- 4.10 After the Late Service via Stoke-on-Trent, three additional services shall be provided from Manchester Piccadilly to London Euston via Stoke-on-Trent, calling at the stations in Paragraph 1.1, with two services calling at both Milton Keynes Central and Macclesfield.

5. SECONDARY STOPS AND SUBSIDIARY CALLING PATTERN

Not Required

6. EARLY AND LATE SERVICES

	Early Service arrives at destination no later than:		
Route	Monday - Friday	Saturday	Sunday
London Euston – Manchester Piccadilly, via Stoke-on-Trent	0830	1135	1200
London Euston – Manchester Piccadilly, via Crewe	0850	1200	1240
Manchester Piccadilly - London Euston, via Stoke-on-Trent	0830	0830	1230
Manchester Piccadilly - London Euston, via Crewe	0730	1015	1315

	Late Service departs no earlier than:		
Route	Monday - Friday	Saturday	Sunday
London Euston – Manchester Piccadilly, via Stoke-on-Trent	2130	1900	2000
London Euston – Manchester Piccadilly, via Crewe	2030	1830	2030
Manchester Piccadilly - London Euston, via Stoke-on-Trent	2100	1730	1900
Manchester Piccadilly - London Euston, via Crewe	1945	1845	1845

7. MAXIMUM JOURNEY TIMES

Route	Monday - Friday	Saturday	Sunday
London Euston – Manchester Piccadilly, via Stoke-on-Trent	2 hours 9 minutes, with 3 intermediate stops, with one exception of 2 hours 10 minutes and one exception of 2 hours 28 minutes	2 hours 9 minutes, with 3 intermediate stops	2 hours 14 minutes, with 3 intermediate stops
London Euston – Manchester Piccadilly, via Crewe	2 hrs 11 minutes with 3 intermediate stops	2 hrs 11 minutes with 3 intermediate stops	2 hrs 15 minutes with 3 intermediate stops
Manchester Piccadilly - London Euston, via Stoke-on-Trent	2 hours 8 minutes, with 3 intermediate stops	2 hours 8 minutes, with 3 intermediate stops, with one exception of 2 hours and 10 minutes and one exception of 2 hours 19 minutes	2 hours 12 minutes, with 3 intermediate stops, with one exception of 2 hours 13 minutes and two exceptions of 2 hours 19 minutes
Manchester Piccadilly - London Euston, via Crewe	2 hrs 9 minutes with 3 intermediate stops	2 hrs 9 minutes with 3 intermediate stops	2 hrs 14 minutes with 3 intermediate stops

Route D: London Euston to Liverpool Lime Streetⁱ

1. ROUTE DEFINITION

- 1.1 Services shall be provided between London Euston and Liverpool Lime Street, calling at Stafford and Runcorn, except for the weekday Late Service and one service in each direction on Sunday, need not call at Stafford.

LIMITED STOPS

MONDAYS TO FRIDAYS

- 1.2 **Crewe:** Four services from Liverpool Lime Street to London Euston and six services from London Euston to Liverpool Lime Street shall call.
- 1.3 **Tamworth & Lichfield Trent Valley:** Two services from Liverpool Lime Street to London Euston shall call.
- 1.4 **Nuneaton:** Two services from Liverpool Lime Street to London Euston and four services from London Euston to Liverpool Lime Street shall call.
- 1.5 **Rugby:** Two services from Liverpool Lime Street to London Euston and two services from London Euston to Liverpool Lime Street shall call.
- 1.6 **Milton Keynes Central:** Three services from Liverpool Lime Street to London Euston and two services from London Euston to Liverpool Lime Street shall call.
- 1.7 **Watford Junction:** Four services from Liverpool Lime Street to London Euston and one service from London Euston to Liverpool Lime Street shall call.

SATURDAYS

- 1.8 **Crewe:** Two services from Liverpool Lime Street to London Euston and three services from London Euston to Liverpool Lime Street shall call.
- 1.9 **Tamworth & Lichfield Trent Valley:** One service from Liverpool Lime Street to London Euston shall call and two services from London Euston to Liverpool Lime Street shall call.
- 1.10 **Nuneaton:** Three services from Liverpool Lime Street to London Euston and two services from London Euston to Liverpool Lime Street shall call.
- 1.11 **Rugby:** One service from London Euston to Liverpool Lime Street shall call.
- 1.12 **Watford Junction:** One service from Liverpool Lime Street to London Euston Street shall call.

SUNDAYS

- 1.13 **Crewe:** seven services from Liverpool Lime Street to London Euston and eleven services from London Euston to Liverpool Lime Street shall call.
- 1.14 **Tamworth & Lichfield Trent Valley:** One service from Liverpool Lime Street to London Euston after 2000 shall call.
- 1.15 **Nuneaton:** Four services from Liverpool Lime Street to London Euston and six services from London Euston to Liverpool Lime Street shall call.
- 1.16 **Rugby:** One service from Liverpool Lime Street to London Euston after 2000 shall call.
- 1.17 **Milton Keynes Central:** Five services from Liverpool Lime Street to London Euston shall call. Two services from London Euston to Liverpool Lime Street shall call.
- 1.18 **Watford Junction:** Three services from Liverpool Lime Street to London Euston shall call.

2. SERVICE PATTERN - MONDAYS TO FRIDAYS

- 2.1 Between and including the Early and Late Services, one service in each hour shall be provided between London Euston and Liverpool Lime Street, calling at the stations in Paragraph 1.1, The interval between the Early Service and second service from London Euston to Liverpool Lime Street may be extended up to 100 minutes.
- 2.2 Two additional services shall be provided at hourly intervals from London Euston to Liverpool Lime Street, departing between 1700 and 1845.
- 2.3 One additional service shall be provided from Liverpool Lime Street to London Euston between 0630 and 0730, calling at the stations in Paragraph 1.1, arriving at London Euston before 0915. This service shall not call at Stafford.

3. SERVICE PATTERN - SATURDAYS

- 3.1 Between and including the Early and Late Services, one train per hour shall be provided between London Euston and Liverpool Lime Street, calling at the stations in Paragraph 1.1.
- 3.2 One additional service shall be provided from London Euston to Liverpool Lime Street in each of the time periods 1600-1700 and 1800-1900, calling at the stations specified in Paragraph 1.1, in order to provide a half-hourly service in conjunction with their respective adjacent services.
- 3.3 Three additional services shall be provided from Liverpool Lime Street to London Euston before the Early Service, calling at the stations in Paragraph 1.1.

4. SERVICE PATTERN - SUNDAYS

- 4.1 Between and including the Early and Late Services, one train in each hour shall be provided between London Euston and Liverpool Lime Street, calling at the stations in Paragraph 1.1.
- 4.2 Before the Early Service four additional services shall be provided from London Euston to Liverpool Lime Street, calling at the stations in Paragraph 1.1.

- 4.3 One additional service shall be provided from Liverpool Lime Street to London Euston in each of the time periods 0800-0830 and 1600-1630, calling at the stations specified in Paragraph 1.1.

5 SECONDARY STOPS AND SUBSIDIARY CALLING PATTERN

Not required

6 EARLY AND LATE SERVICES

	Early Service arrives at destination no later than:		
Route	Monday - Friday	Saturday	Sunday
London Euston – Liverpool Lime Street	0815	0930	1430
Liverpool Lime Street - London Euston	0800	1000	1200

	Late Service departs no earlier than:		
Route	Monday - Friday	Saturday	Sunday
London Euston – Liverpool Lime Street	2100	2000	2100
Liverpool Lime Street - London Euston	2030	1915	2045

7 MAXIMUM JOURNEY TIMES

Route	Monday - Friday	Saturday	Sunday
London Euston – Liverpool Lime Street	2 hours 10 minutes, with 2 intermediate stops	2 hours 10 minutes, with 2 intermediate stops	2 hours 14 minutes, with 2 intermediate stops, with one exception of 2 hours 18 minutes
Liverpool Lime Street - London Euston	2 hours 8 minutes, with 2 intermediate stops	2 hours 8 minutes, with 2 intermediate stops, with two exceptions of two hours 21 minutes	2 hours 13 minutes, with 2 intermediate stops

Route E: London Euston to Preston and Glasgow Central ^{ii iii iv}

1. ROUTE DEFINITION

- 1.1 Services shall be provided between London Euston and Glasgow Central, calling at Warrington Bank Quay, Wigan North Western, Preston, Lancaster and Carlisle.
- 1.2 Secondary Stops shall also be made at, Oxenholme Lake District and Penrith as set out in Paragraphs 5.1, 5.2 and 5.3.

LIMITED STOPS

MONDAYS TO FRIDAYS

- 1.3 **Watford Junction:** the Early Service from London Euston and the Late Service from Glasgow Central shall call.
- 1.4 **Milton Keynes Central:** the Early Service from London Euston shall call and three services arriving at London Euston after 2030 shall call.
- 1.5 **Rugby:** The Early Service to Glasgow Central and two services from London Euston departing after 1630 to Preston shall call. The Early Service from Preston and one other service from Preston shall call.
- 1.6 **Tamworth and Lichfield Trent Valley:** three services departing London Euston between 1630 and 2030 shall call.
- 1.7 **Stafford:** one service departing London Euston between 1600 and 1700 shall call.
- 1.8 **Crewe:** the Early Service from London Euston, one service between 1600 and 1700 and one service after 1900 from London Euston shall call. One service arriving at London Euston before 0900 shall call.
- 1.9 **Lockerbie:** Two services departing London Euston after 1600 and one service arriving at London Euston before 1130 shall call.
- 1.10 **Motherwell:** Two services departing London Euston after 1630 shall call. Two services arriving at London Euston before 1230 and one departing Glasgow Central after 1600 shall call.

SATURDAYS

- 1.11 **Watford Junction:** One service to Glasgow Central and one service to Preston shall call. One service from Glasgow Central shall call.
- 1.12 **Milton Keynes Central:** Two services from Glasgow Central and one service from Preston shall call. One service to Glasgow shall call.

- 1.13 **Rugby:** One service to Glasgow Central and one service to Preston shall call.
- 1.14 **Tamworth and Lichfield Trent Valley:** One service from London Euston shall call.
- 1.15 **Stafford:** One service to Glasgow Central shall call.
- 1.16 **Crewe:** Three services from London Euston shall call. One service to London Euston shall call.
- 1.17 **Lockerbie:** Two services to London Euston shall call.
- 1.18 **Motherwell:** One service from London Euston and three services to London Euston shall call.

SUNDAYS

- 1.19 **Watford Junction:** One service from Glasgow Central and one service from Preston shall call.
- 1.20 **Milton Keynes Central:** Three services to London Euston and four services from London Euston shall call.
- 1.21 **Rugby:** Two services to London Euston and four services from London Euston shall call.
- 1.22 **Tamworth and Lichfield Trent Valley:** One service from London Euston shall call.
- 1.23 **Crewe:** Three services to London Euston and five services from London Euston shall call.

2. SERVICE PATTERN - MONDAYS TO FRIDAYS

NORTHBOUND

- 2.1 Between and including the Early and Late Services to Glasgow Central, services shall be provided from London Euston to Glasgow Central at hourly intervals, calling at the stations in Paragraph 1.1. Three services departing London Euston at two-hourly intervals between 1000 and 1629 may terminate at Lancaster, provided that the maximum interval for services from London Euston to Glasgow does not exceed two hours. One service need not call at each of Warrington, Wigan North Western, Lancaster and Carlisle, and one service need not call at Lancaster. There may be one interval of up to two hours.
- 2.2 Between 1600 and 1800, services shall be provided at half-hourly intervals from London Euston to Glasgow Central, calling at the stations specified in Paragraph 1.1.
- 2.3 Between 1600 and 1700, one additional service shall be provided from London Euston to Preston, calling at the stations specified in Paragraph 1.1.
- 2.4 One additional service shall be provided after the Late Service to Preston, calling at the stations in Paragraph 1.1 up to and including Preston, and may call additionally at Watford Junction, Rugby, Stafford and Crewe.

SOUTHBOUND

- 2.5 Between the Early Service from Preston and the Early Service from Glasgow Central, one additional service shall be provided from Lancaster to London Euston, calling at the stations in Paragraph 1.1.
- 2.6 Between the Early Service from Glasgow Central and 1359, services shall be provided at approximately hourly intervals from Glasgow Central to London Euston, calling at the stations in Paragraph 1.1. Two services from Glasgow Central to London Euston between 1100 and 1359 shall not call at Lancaster, Wigan North Western and Warrington Bank Quay.
- 2.7 Between 1400 up to and including the Late Service from Glasgow Central, three services shall be provided from Glasgow Central to London Euston calling at the stations specified in Paragraph 1.1, at an interval not exceeding two hours 15 minutes.
- 2.8 Between 1300 and 1859, three additional services shall be provided from Lancaster to London Euston, calling at Preston, Wigan North Western and Warrington Bank Quay.

- 2.9 Between 1930 and 2030, one additional service shall be provided from Preston to London Euston, calling at Wigan North Western and Warrington Bank Quay.

Summary of Southbound departures from Preston to London Euston between 0730-2115

- 2.10 Between 0730 and 1430 (measured at Preston), services specified in Paragraph 2.6 departing from Glasgow Central between 0530 and 1059, plus the first of the additional services specified in Paragraph 2.8, shall be timed to provide an hourly service departing from Preston to London Euston, calling at the stations specified in Paragraph 1.1.
- 2.11 Between 1430 and 2115 (measured at Preston), one service in Paragraph 2.6, services in Paragraph 2.7, plus the second and third services specified in Paragraph 2.8 and the service specified in Paragraph 2.9, shall be timed to provide an hourly service departing from Preston to London Euston, calling at the stations specified in Paragraph 1.1.
- 2.12 For the avoidance of doubt, in the event of an inconsistency between the requirements of paragraphs 2.5 to 2.9 and paragraphs 2.10 to 2.11, paragraphs 2.10 to 2.11 shall not apply.

3. SERVICE PATTERN - SATURDAYS

NORTHBOUND

- 3.1 Between 0700 and the Late Glasgow Service, services shall be provided from London Euston to Glasgow Central at hourly intervals, calling at the stations in Paragraph 1.1.
- 3.2 Between 1900 and 2000, an additional service shall be provided from London Euston to Preston, calling at the stations specified in Paragraph 1.1

SOUTHBOUND

- 3.3 Between and including the Early Service and the Late Service, services shall be provided from Glasgow Central to London Euston at approximately hourly intervals, calling at the stations in Paragraph 1.1.

4 SERVICE PATTERN - SUNDAYS

NORTHBOUND

- 4.1 Between and including the Early Service and the Late Glasgow Service, services shall be provided from London Euston to Glasgow Central at hourly intervals, calling at the stations in Paragraph 1.1. There may be one interval of two hours.
- 4.2 Between 2000 and the Late Preston service, one additional service shall be provided from London Euston to Preston, calling at the stations in Paragraph 1.1.

SOUTHBOUND

- 4.3 Between and including the Early Glasgow Service and the Late Service, services shall be provided from Glasgow Central to London Euston at approximately hourly intervals, calling at the stations in Paragraph 1.1. Three services may start from Preston at approximately hourly intervals between 0830 and 1130.

5 SECONDARY STOPS AND SUBSIDIARY CALLING PATTERN

5.1 On **Mondays to Fridays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Oxenholme	Penrith
Before 0659	1	0
0700-0759	0	1
0800-0859	1	0
0900-0959	0	1
1000-1059	0	0
1100-1159	1	0
1200-1259	0	0
1300-1359	1	1
1400-1459	0	0
1500-1559	1	0
1600-1659	1	1
1700-1759	1	0
1800-1859	1	1
1900-1959	1	1

Services departing Glasgow Central to London Euston	Penrith	Oxenholme
0400-0459	1	1
0500-0559	0	1
0600-0659	1	1
0700-0759	0	1
0800-0859	1	0
0900-0959	0	1
1000-1059	0	1
1100-1159	1	0
1200-1259	0	1
1300-1359	0	1
1400-1459	0	1
1500-1559	0	0
1600-1659	1	1
1700-1759	0	0
1800-1859	0	1

5.2 On **Saturdays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Oxenholme	Penrith
0600-0659	1	1
0700-0759	0	1
0800-0859	1	0
0900-0959	0	1
1000-1059	1	0
1100-1159	1	0
1200-1259	0	1
1300-1359	1	0
1400-1459	0	1
1500-1559	1	0
1600-1659	1	1
1700-1759	1	1
1800-1859	1	1

Services departing Glasgow Central to London Euston	Penrith	Oxenholme
0400-0459	1	1
0500-0559	0	1
0600-0659	1	1
0700-0759	0	1
0800-0859	1	0
0900-0959	0	1
1000-1059	0	1
1100-1159	1	0
1200-1259	0	1
1300-1359	0	1
1400-1459	0	1
1500-1559	1	0
1600-1659	0	1
1700-1759	1	1

5.3 On **Sundays**, Secondary Stops shall be made at the following stations:

Services departing London Euston	Oxenholme	Penrith
0800-0859	1	1
0900-0959	1	1
1000-1059	1	1
1100-1159	0	0
1200-1259	0	1
1300-1359	1	0
1400-1459	0	1
1500-1559	1	0
1600-1659	1	1
1700-1759	1	1
1800-1859	1	1
1900-1959	1	1

Services departing Glasgow Central to London Euston	Penrith	Oxenholme
0900-0959	1	1
1000-1059	1	1
1100-1159	0	1
1200-1259	0	1
1300-1359	0	1
1400-1459	0	1
1500-1559	1	0
1600-1659	1	1
1700-1759	1	1

6. EARLY AND LATE SERVICES

	Early Service arrives at destination no later than:		
Route	Monday - Friday	Saturday	Sunday
London Euston – Preston	0830	0915	1220
Preston - London Euston	0815	0845	1215
London Euston – Glasgow Central	1045	1145	1445
Glasgow Central – London Euston	0915	0930	1430

	Late Service departs no earlier than:		
Route	Monday - Friday	Saturday	Sunday
London Euston – Preston	2030	2000	2030
Preston - London Euston	2030	2000	1945
London Euston – Glasgow Central	1915	1800	1845
Glasgow Central – London Euston	1815	1730	1730

7. MAXIMUM JOURNEY TIMES

Route	Monday - Friday	Saturday	Sunday
London Euston – Preston	2 hours 11 minutes with 2 intermediate stops, with one exception of 2 hours 12 minutes	2 hours 11 minutes with 2 intermediate stops	2 hours 16 minutes with 2 intermediate stops, with one exception of 2 hours 20 minutes
Preston - London Euston	2 hours 15 minutes with 2 intermediate stops	2 hours 15 minutes with 2 intermediate stops, with one exception of 2 hours 23 minutes	2 hours 18 minutes with 2 intermediate stops, with one exception of 2 hours 23 minutes
London Euston – Glasgow Central	4 hours 31 minutes, with 6 intermediate stops, with one exception of 4 hours 34 minutes	4 hours 31 minutes, with 6 intermediate stops	4 hours 38 minutes, with 6 intermediate stops, with one exception of 4 hours 40 minutes
Glasgow Central – London Euston	4 hours 35 minutes, with 6 intermediate stops	4 hours 35 minutes, with 6 intermediate stops, with one exception of 4 hours 46 minutes	4 hours 38 minutes, with 6 intermediate stops

Route F: Birmingham New Street to Preston and Glasgow Central or Edinburgh ^v

1. ROUTE DEFINITION

- 1.1 Services shall be provided between Birmingham New Street and Glasgow Central or Edinburgh, calling at Wolverhampton, Crewe, Warrington Bank Quay, Wigan North Western, Preston, Lancaster, Carlisle, then Glasgow Central **or** Haymarket and Edinburgh.

LIMITED STOPS

MONDAY TO FRIDAY

- 1.2 **Stafford:** One service to Birmingham New Street shall call. Two services departing Birmingham New Street shall call.
- 1.3 **Lockerbie:** One service arriving at Glasgow Central between 0900 and 1000 shall call. One service departing Glasgow Central between 1700 and 1800 and one service departing Glasgow Central after 2000 shall call.
- 1.4 **Motherwell:** The Early Service departing Glasgow Central shall call.

SATURDAY

- 1.5 **Stafford:** Two services to Birmingham New Street shall call. One service departing from Birmingham New Street shall call.
- 1.6 **Lockerbie:** One service arriving at Glasgow Central between 0900 and 1000 shall call.
- 1.7 **Motherwell:** The Early Service departing Glasgow Central shall call.

SUNDAY

- 1.8 **Stafford:** One service to Birmingham New Street shall call. Three services departing from Birmingham New Street shall call.
- 1.9 **Lockerbie:** One service to Glasgow Central and one service from Glasgow Central shall call.
- 1.10 **Motherwell:** The Late Service to Glasgow Central shall call.

2. SERVICE PATTERN - MONDAYS TO FRIDAYS

NORTHBOUND

- 2.1 Between the Early and Late Services an hourly service shall be provided to Carlisle, proceeding alternately to Edinburgh and Glasgow Central, calling at the stations specified in Paragraph 1.1.
- 2.2 Between the Late Service and 2130, two services shall be provided from Birmingham New Street to Crewe, calling at the stations specified in Paragraph 1.1. One of these services may be extended to Preston,.
- 2.3 Before 0610, an additional service shall be provided from Crewe to Glasgow Central, calling at the stations specified in Paragraph 1.1.

SOUTHBOUND

- 2.4 Between the Early Glasgow Service and the Late Edinburgh Service, an approximately hourly service (measured at Carlisle) shall be provided, originating alternately from Edinburgh and Glasgow Central, calling at the stations specified in Paragraph 1.1. One interval may be up to one hour and 20 minutes. Between 0945 and 1615, three services from Glasgow Central may not call at Lancaster.
- 2.5 Between 0600 and the Early Glasgow Service, two additional services shall be provided from Preston to Birmingham New Street, one of which may originate at Lancaster.
- 2.6 Between the Late Glasgow Service and 2030, an additional service shall be provided from Glasgow Central to Crewe calling at the stations specified in Paragraph 1.1.

3. SERVICE PATTERN - SATURDAYS

NORTHBOUND

- 3.1 Between the Early and Late Services an hourly service shall be provided to Carlisle, proceeding alternately to Edinburgh and Glasgow Central, calling at the stations specified in Paragraph 1.1.
- 3.2 Between the Late Service and 2000, two services shall be provided from Birmingham New Street to Preston, calling at the stations specified in Paragraph 1.1.

- 3.3 Before 0610, an additional service shall be provided from Crewe to Glasgow Central, calling at the stations specified in Paragraph 1.1.

SOUTHBOUND

- 3.4 Between the Early and Late Services an approximate hourly service (measured at Carlisle) shall be provided, originating alternately from Edinburgh and Glasgow Central, calling at the stations specified in Paragraph 1.1.
- 3.5 Between 0600 and the Early Service, two additional services shall be provided from Preston to Birmingham New Street, one of which may originate at Lancaster.
- 3.6 Between 1830 and 1900, one additional service shall be provided from Glasgow Central to Birmingham New Street, calling at the stations specified in Paragraph 1.1.

4. SERVICE PATTERN - SUNDAYS

NORTHBOUND

- 4.1 Between 0830 and 0900, one additional service shall be provided from Birmingham New Street to Preston, calling at the stations specified in Paragraph 1.1.
- 4.2 Between the Early and Late Services an hourly service shall be provided to Carlisle, proceeding alternately to Edinburgh and Glasgow Central, calling at the stations specified in Paragraph 1.1.
- 4.3 Between the Late Service and 2130, one service shall be provided from Birmingham New Street and Preston, calling at the stations specified in Paragraph 1.1 and additionally at Stafford, and one service shall be provided from Birmingham New Street to Crewe, calling at Wolverhampton and Stafford.

SOUTHBOUND

- 4.4 Between 1000 and 1230, three additional services shall be provided from Preston to Birmingham New Street, calling at the stations specified in Paragraph 1.1. One of these services may originate from Lancaster.
- 4.5 Between the Early and Late Services, one service in each hour (measured at Carlisle) shall be provided, originating alternately from Edinburgh and Glasgow Central, calling at the stations specified in Paragraph 1.1. Two of these services need not call at Lancaster.
- 4.6 Between the Late Service and 2030 an additional service shall be provided from Glasgow Central to Preston.

5. SECONDARY STOPS

5.1 On **Mondays to Fridays**, Secondary Stops shall be made at the following stations:

Services departing Birmingham New Street	Oxenholme	Penrith
0600-0659	1	0
0700-0759	0	1
0800-0859	1	0
0900-0959	0	1
1000-1059	1	0
1100-1159	1	0
1200-1259	0	1
1300-1359	1	0
1400-1459	0	1
1500-1559	1	1
1600-1659	1	1
1700-1759	1	0
1800-1859	0	1
1900-1959	1	0
Services departing Crewe		
0555-0610	1	1

Services departing Glasgow Central or Edinburgh (interval measured at Carlisle)	Penrith	Oxenholme
0700-0759	1	1
0800-0859	1	0
0900-0959	0	0
1000-1059	0	1
1100-1159	1	0
1200-1259	0	1
1300-1359	0	0
1400-1459	1	0
1500-1559	0	1
1600-1659	1	0
1700-1759	0	1
1800-1859	1	2
1900-1959	0	0
2000-2059	0	1
2100-2159 ¹	1	1

¹ Terminates at Crewe

5.2 On **Saturdays**, Secondary Stops shall be made at the following stations:

Services departing Birmingham New Street	Oxenholme	Penrith
0600-0659	1	0
0700-0759	0	1
0800-0859	1	0
0900-0959	0	1
1000-1059	1	0
1100-1159	1	0
1200-1259	0	1
1300-1359	1	0
1400-1459	0	1
1500-1559	1	0
1600-1659	1	1
1700-1759	1	0
Services departing Crewe		
0555-0610	1	1

Services departing Glasgow Central or Edinburgh (interval measured at Carlisle)	Penrith	Oxenholme
0700-0759	1	1
0800-0859	1	0
0900-0959	0	0
1000-1059	0	1
1100-1159	1	0
1200-1259	0	1
1300-1359	0	0
1400-1459	1	0
1500-1559	0	1
1600-1659	1	0
1700-1759	0	1
1800-1859	0	1
1900-1959	2	2
2000-2059	1	1

5.3 On **Sundays**, Secondary Stops shall be made at the following stations:

Services departing Birmingham New Street	Oxenholme	Penrith
0900-0959	1	0
1000-1059	1	0
1100-1159	1	0
1200-1259	0	1
1300-1359	1	0
1400-1459	0	1
1500-1559	1	0
1600-1659	1	1
1700-1759	1	0
1800-1859	0	1
1900-1959	1	0

Services departing Glasgow Central or Edinburgh (interval measured at Carlisle)	Penrith	Oxenholme
1200-1259	0	1
1300-1359	0	0
1400-1459	1	0
1500-1559	0	1
1600-1659	1	0
1700-1759	0	1
1800-1859	0	1
1900-1959	0	1
2000-2059	1	0

6. EARLY AND LATE SERVICES

	Early Service arrives at destination no later than:		
Route	Monday - Friday	Saturday	Sunday
Birmingham New Street – Glasgow	1130	1130	1400
Glasgow Central – Birmingham New Street	1000	1000	1600
Birmingham New Street – Edinburgh	1030	1030	1430
Edinburgh – Birmingham New Street	1100	1100	1500

	Late Service departs no earlier than:		
Route	Monday - Friday	Saturday	Sunday
Birmingham New Street – Glasgow	1900	1700	1900
Glasgow Central – Birmingham New Street	1730	1730	1730
Birmingham New Street – Edinburgh	1800	1800	1800
Edinburgh – Birmingham New Street	1830	1830	1830

7. MAXIMUM JOURNEY TIME ^{vi}

Route	Monday – Friday	Saturday	Sunday
Birmingham New Street – Glasgow Central	3 hours 57 minutes, with one exception of 3 hours 59 minutes	3 hours 57 minutes	3 hours 57 minutes, with one exception of 4 hours 6 minutes
Birmingham New Street – Edinburgh	4 hours 2 minutes	4 hours 2 minutes	4 hours 2 minutes
Glasgow Central – Birmingham New Street	4 hours 6 minutes , with one exception of 4 hours 8 minutes	4 hours 6 minutes	4 hours 6 minutes, with one exception of 4 hours 8 minutes
Edinburgh – Birmingham New Street	4 hours 3 minutes	4 hours 3 minutes, with one exception of 4 hours 5 minutes	4 hours 3 minutes

ANNEX 1 - Virgin West Coast SLC 4
Summary of Service provided across SLC Routes
at specific locations on Mondays to Fridays

This Annex 1 is for information only and does not impose any contractual obligations on the Train Operator in addition to those already set out elsewhere in this SLC. Rather, it recognises that certain Limited Stop stations are specified across Routes A-E and so provides a summary of the indicative service pattern to be provided at the named stations.

Tables (A) and (B) provide a **summary of** those services arriving at London Euston in the morning peak and departing from London Euston in the evening peak, in respect of certain stations defined as “Limited Stops” within a specific SLC Route.

Tables (C) and (D) provide a **summary of** the quantum across Routes A-E for services departing from, and arriving at London Euston after 1900.

ANNEX 1 - Virgin West Coast SLC 4 – Summary of Service across SLC Routes A-E
at specific locations on Mondays to Fridays

(A) Services to London Euston in Morning Peak from:

Station	Total Number of Services which call	Notes on Service at Station across SLC Routes A-E (including maximum interval between services; overall timeband for spacing of services across peak)
Stafford	6	6 services call (including the service from Manchester via Birmingham on Route A). 3 of these call at roughly half-hourly intervals to provide arrivals at London Euston between 0715-0830; includes 2 regular pattern hourly services from Liverpool (Route D) arriving at Euston between 0845-1000.
Lichfield Trent Valley / Tamworth	2	2 services call, to provide arrivals at London Euston between 0745-0830.
Nuneaton	4	4 services call, to provide arrivals at London Euston between 0715-1000, at a minimum interval between services of 20 minutes. One interval between services arriving at London Euston after 0830 may be extended to 90 minutes.
Rugby	9	6 services call (including the service departing from Rugby between 0600-0630, via Northampton) at intervals not exceeding 30 minutes to provide arrivals at London Euston between 0700-0830; 3 further services call at intervals not exceeding 40 minutes to provide arrivals at London Euston between 0830-1000.
Northampton	1	1 service departing between 0630-0700.
Milton Keynes Central	5	5 services call to provide arrivals at London Euston between 0700-0800

Notes:

(1) Total number of stops at each station determined by:

- Services calling as part of regular service specified in a particular SLC Route
- Extra calls by services specified in another SLC Route, where such services do not call as part of the regular calling pattern.

(B) Services from London Euston in Afternoon Peak to:

Station	Total Number of Services which call	Notes on Service at Station across SLC Routes A-E (including maximum interval between services; overall timeband for spacing of services across peak)
Rugby	4	Roughly half-hourly service provided by services departing London Euston between 1700 – 1845, consisting of the regular pattern hourly Birmingham services (Route A), supplemented by 2 additional Liverpool services, scheduled to depart London Euston at hourly intervals in PM peak period
Nuneaton	3	Roughly hourly service provided by services departing London Euston between 1700 – 1920
Lichfield Trent Valley/Tamworth	2	Hourly service provided by 2 additional PM peak Glasgow services departing London Euston between 1645 – 1800
Stafford	4	Roughly half-hourly service provided by services departing London Euston between 1700 – 1900, consisting of the regular pattern hourly Liverpool services (Route D), supplemented by 2 additional Liverpool services, scheduled to depart London Euston at hourly intervals in PM peak period

Notes:

(1) Total number of stops at each station determined by:

- Services calling as part of regular service specified in a particular SLC Route
- Extra calls by services specified in another SLC Route, where such services do not call as part of the regular calling pattern.

(C) Evening Services departing to London Euston after 1800 from:

Station	Total Number of Services which call	Notes on Service at Station across SLC Routes A-E (including maximum interval between services; overall timeband for spacing of services across peak)
Stafford	4	4 services at roughly hourly intervals between 17800 and 2200.
Lichfield Trent Valley/Tamworth	1	1 call provided by the Late Service from Liverpool.
Nuneaton	2	2 services provided after 2030 on Route D.
Rugby	8	Core specified hourly service from Wolverhampton / Birmingham (Route A) supplemented by 4 late evening calls across Routes A, C, D and E
Milton Keynes Central	16	Services across Routes A, C, D and E

Notes:

(1) Total number of stops at each station determined by:

- Services calling as part of regular service specified in a particular SLC Route
- Extra calls by services specified in another SLC Route, where such services do not call as part of the regular calling pattern.

(D) Evening Services departing from London Euston after 1900 to:

Station	Total Number of Services which call	Notes on Service at Station across SLC Routes A-E (including maximum interval between services; overall timeband for spacing of services across peak)
Milton Keynes Central	10	Core specified hourly service on Route A until 1930 supplemented by additional calls across routes A, C and D after 1900.
Rugby	7	Core specified hourly service on Route A until 2110, supplemented by additional calls across routes A, C and E.
Nuneaton	3	Hourly service departing from Euston between 2000 – 2115 ; last Nuneaton call provided by a service departing Euston no earlier than 2145
Lichfield Trent Valley / Tamworth	1	1 call made by a service departing London Euston after 2000
Stafford	5	Core specified hourly service on Route D supplemented by additional calls across Routes C and E.

Notes:

(1) Total number of stops at each station determined by:

- Services calling as part of regular service specified in a particular SLC Route
- Extra calls by services specified in another SLC Route, where such services do not call as part of the regular calling pattern.

Derogation Page

ⁱ By virtue of a derogation the Secretary of State for Transport has granted the Franchise Operator the following; the Department approves a derogation to SLC 4 from 23/5/2010 to 10/12/2011 inclusive to the following;

Item	Route/Clause	Day/Week	Derogation
May 2010-5 Dec 2010-1 May 2011-1	D Section 7	Mon-Fri	To allow one service from Liverpool Lime Street to London Euston departing between 1000 and 1100 to have an exception to Maximum Journey Time of 2 hours 10 minutes (instead of 2 hours 8 minutes)

The derogation is issued subject to:

- (a) — the provision of appropriate advance publicity to passengers, outlining the timing and extent of the changes;
- (b) — the provisions by WCT of the extra 1038 Preston — London service on Fridays and extension of Maximum Journey Time for the retimed 1048 Liverpool Lime Street London Euston service on Mondays to Fridays being at no additional cost to the Department. Within this derogation, any revenue risk generated by extension of Maximum Journey Time on the 1048 Liverpool Lime Street — London Euston service is entirely at West Coast Trains' Limited risk and shall not be the subject of any claim against the Department;
- (c) — the provision by WCT of a summary of average loadings on the 1038 FO Preston London Euston and comparison to the 0735/0840 Glasgow Central London Euston services on Fridays, from data gained over the course of the Dec 2009 timetable, to be supplied to the Department by 18 June 2010.

—— Start Date 23/5/2010 End Date 10/12/2011

ⁱⁱ By virtue of a derogation the Secretary of State has granted the Franchise Operator the following; the Department approves a derogation to the SLC4 from Saturday 17 July to Saturday 4 September 2010 inclusive to allow the following;

Item	Route Clause	Day/of Week	Derogation
MAY 2010 1	E 2.6	Mon — Sat	To allow one service (instead of two services) from Glasgow Central — London Euston departing between 1100 and 1359 not to call at Lancaster, Wigan North Western and Warrington Bank Quay
May 2010 2	E 2.7	Mon — Sat	To allow only two additional services (instead of three) to be provided from Lancaster — London Euston between 1300 and 1859, calling at Preston, Wigan North Western and Warrington Bank Quay

May 2010 3	E Section 7	Mon—Sat	To allow one service from Glasgow Central to exceed the specified Maximum Journey Time (MJT), with an MJT of 4 hours 37 minutes (instead of 4 hours 35 minutes) for the amended services
May 2010 4	F Section 7	Mon—Sat	To allow two services from Edinburgh—Birmingham New Street to exceed the specified Maximum Journey Time (MJT), with an MJT of 4 hours 13 minutes (instead of 4 hours 3 minutes) for the amended services

The derogation is issued subject to:

- (a) the provision of appropriate advance publicity to passengers, outlining the timing and extent of the changes;
- (b) the provision by WCT to the Department by 30 October 2009 of its evaluation of its Summer 2009 measures to boost Anglo-Scottish services (and their capacity), as a means to validate a similar scheme in Summer 2010.

Start Date 17/7/2010 End Date 4/9/2010

iii By virtue of a derogation the Secretary of State for Transport has granted the Franchise Operator the following; the Department approves a derogation to the SLC 4 from 16th July 2011 to 3 September 2011 to allow for the following

Item	Route Clause	Day/Journey	Derogation
May 2011 1	E 26	SX, SO	To allow one service instead of two services from Glasgow Central—London Euston departing between 1100 and 1359 not to call at Lancaster, Wigan North Western and Warrington Bank Quay
May 2011 2	E 27	SX, SO	To allow two services (instead of three) from Lancaster—London Euston departing between 1300 and 1859.
May 2011 3	E Section 7	SX, SO	To allow variation of MJT, from 4 hours 37 minutes, for the amended services.
May 2011 4	F Section 7	SX, SO	To allow variation of MJT, from 4 hours 3 minutes to 4 hours 13 minutes, for the amended services

The derogation is issued subject to:

- (a) the provision of appropriate advance publicity to passengers, outlining the timing and extent of the changes;
- (b) provision of projected passenger counts and capacity assumptions for amended services, where these are formed of 5-car Class 221 “SuperVOYAGERS” VICE 9-CAR Pendolinos;
- (c) Submission of an evaluation report by WCTL to the Department confirming the validity of planning assumptions and loadings for the May 2010 timetable (similar to that for the May 2009 timetable), by 15 November 2010.

Start Date 17/07/2011 End Date 03/09/2011

iv By virtue of a derogation the Secretary of State for Transport has granted the Franchise Operator the following:

Item	Route/ Clause	Day of week	Derogation
From 27 July to 12 August, and 29 August to 9 September	E London Euston to Glasgow Central	Mon—Fri	The 1339 Lancaster to Euston to run as a through service to Euston from Glasgow in the path of the 1140 Glasgow Central to Euston as far as Lancaster, calling at Carlisle and Penrith.
From 27 July to 12 August, and 29 August to 9 September	E London Euston to Glasgow Central	Mon—Fri	The 1539 Lancaster to Euston to run as a through service to Euston from Glasgow in the path of the 1340 Glasgow Central to Euston as far as Lancaster, calling at Carlisle and Oxenholme.

Start date: 27/07/2012 End date: 12/08/2012 and Start date: 29/08/2012 End date: 9/9/2012

v By virtue of a derogation the Secretary of State for Transport has granted the Franchise Operator the following:

Item	Route/ Clause	Day of week	Derogation
From 2 July to 14 September inclusive	F Birmingham to Scotland—Section 7	Mon—Fri	The 1051 Edinburgh—Birmingham New Street to run as a through Pendolino service to Euston from Edinburgh in the path of the 1445 Wolverhampton—Euston, with a maximum journey time of 4 hours 15 minutes (in excess of the SLC Maximum Journey Time of 4 hours 3 minutes)
From 2 July to 14 September inclusive	F Birmingham to Scotland—Section 7	Mon—Fri	The 1451 Edinburgh—Birmingham New Street to run as a through Pendolino service to Euston from Edinburgh in the path of the 1845 Wolverhampton—Euston, with a maximum journey time of 4 hours 15 minutes (in excess of the SLC Maximum Journey Time of 4 hours 3 minutes)

Start date: 2/7/2012 End date: 14/9/2012

vi By virtue of a derogation the Secretary of State for Transport has granted the Franchise Operator the following:

Item	Route/ Clause	Day of week	Derogation
From 12 Sept 2011 through to 11 May 2012	F Section 7	Mon—Fri	To allow the 06:52 Edinburgh to Birmingham New Street to exceed the specified Maximum Journey Time (MJT), with an MJT of 4 hours 13 minutes (instead of 4 hours 3 minutes) for the amended service, between 12 September 2011—11 May 2012 inclusive.

Start Date 12/09/2011 End Date 11/05/2012