

# Stakeholder note

## Summer 2026 Demand Led Timetable

Monday 20<sup>th</sup> July to Friday 28<sup>th</sup> August 2026

### Note issued to all AWC stakeholders

As part of FY27 business planning, the DfT asked all operators to consider ways to reduce the significant level of financial subsidy. In response, as a good and efficient operator, Avanti West Coast (AWC) considered a range of initiatives to both reduce the subsidy alongside growth plans.

We proposed a trial of a demand led timetable – which involves removing a small number of trains for a limited time of the year where demand is lower. This saves operational cost, creates no negative impact on revenue and with minimum disruption to passenger travel.

We already increase services where possible to meet additional demand and keep customers moving for key events, including major sporting fixtures, football finals, large cultural occasions, festivals, concerts, and party-political conferences. This approach is designed to optimise the overall industry financial position.

Under the National Rail Contract, cost and revenue risk were transferred to the Government. This means the associated saving goes directly to the Government and the taxpayer. AWC receives no additional financial benefit. For the last two years, we are one of only two operators who are returning a premium to Government, which means we generate more money to the taxpayer than we are receiving in subsidy.

DfT approved our proposed trial for this summer where demand is lower on most routes. The below trains will be removed for a six-week period from Monday 20<sup>th</sup> July to Friday 28<sup>th</sup> August on weekdays only. Weekdays have been the focus, since summer travel on weekends varies due to events. Therefore, timetable reductions have less impact on weekends.

The trains were selected based on routes and services that are typically more lightly loaded. For example, no Anglo Scot services were selected, since this is the busiest route over the summer. Similarly, non-peak services with low volumes in both a southbound or northbound direction, often formed of 9-car (vs 11-car) Pendolinos or 7 car (vs 10-car), were prioritised for removal to reduce the overall impact on capacity.

The 38 trains listed below represent approximately 10% of the overall weekday service, and approximately 10% of seat capacity. Most of the trains were removed before the timetable is retailed, so there is no adverse impact on passengers. Service for the first three days of this period – 20-22 July – had been retailed and a small number of customers have been advised of alternative services available to them.

We have ensured there remains more services and seats available for customers than are typically forecasted to travel. We have also only removed services where doing so will not create significant service gaps in the timetable for those travelling from some of our busier stations. In some instances, customers travelling from intermediate stations which AWC serve less frequently may be affected by fewer alternative journey options.

The Train Planning and Commercial Teams will conduct weekly reviews of loadings. If the volume of people travelling is above expectations, the trains can be quickly reinstated to provide additional capacity.

This change is not driven by resource issues, however, the removal of trains will also have a positive impact on resourcing and, as such, provide some additional resilience over the summer period, including to reduce the likelihood of train operator responsible cancellations. During this time, there is minimal planned engineering.

A full list of the services affected is outlined below. If you have any questions, or would like a briefing following the trial please contact [stakeholders@avantiwestcoast.co.uk](mailto:stakeholders@avantiwestcoast.co.uk)

### Birmingham Route

Departure	From	To	Arrival
05:27	Wolverhampton	London Euston	07:18
09:21	Bham New Street	London Euston	10:52
10:21	Bham New Street	London Euston	11:54
11:47	Bham New Street	London Euston	13:06
13:21	Bham New Street	London Euston	14:54
14:21	Bham New Street	London Euston	15:54
15:47	Bham New Street	London Euston	17:06
17:21	Bham New Street	London Euston	18:54
18:21	Bham New Street	London Euston	19:54
07:38	London Euston	Bham New Street	08:56
08:16	London Euston	Bham New Street	09:48
10:10	London Euston	Bham New Street	11:27
11:16	London Euston	Bham New Street	12:48
12:16	London Euston	Bham New Street	13:48
14:10	London Euston	Bham New Street	15:27
15:16	London Euston	Bham New Street	16:48
16:16	London Euston	Bham New Street	17:48
20:16	London Euston	Wolverhampton	21:48

### Liverpool Route

Departure	From	To	Arrival
07:07	Liverpool Lime Street	London Euston	09:34
09:08	Liverpool Lime Street	London Euston	11:30
11:08	Liverpool Lime Street	London Euston	13:30
13:08	Liverpool Lime Street	London Euston	15:30
18:08	Liverpool Lime Street	London Euston	20:30

08:07	London Euston	Liverpool Lime Street	10:23
10:07	London Euston	Liverpool Lime Street	12:23
15:07	London Euston	Liverpool Lime Street	17:23
16:07	London Euston	Liverpool Lime Street	18:35
20:07	London Euston	Liverpool Lime Street	22:33

### Manchester Route

Departure	From	To	Arrival
06:23	Manchester Piccadilly	London Euston	09:41
07:54	Manchester Piccadilly	London Euston	10:09
12:14	Manchester Piccadilly	London Euston	14:27
16:14	Manchester Piccadilly	London Euston	18:27
18:14	Manchester Piccadilly	London Euston	20:27
09:33	London Euston	Manchester Piccadilly	11:44
13:33	London Euston	Manchester Piccadilly	15:44
15:33	London Euston	Manchester Piccadilly	17:44
19:13	London Euston	Manchester Piccadilly	21:19
20:53	London Euston	Manchester Piccadilly	23:07