

From: James Carter
Sent: 15 August 2017 10:18
To: Rhymes, Sue
Cc: Horley Darren; Satchwell Carew
Subject: FW: LM 5th Supplemental Response

Hello Sue,

Thanks for your e-mail and apologies for the delay in responding. I've attached the latest update to the RailSys modelling undertaken by Tracsis. There have been numerous iterations to the performance analysis but this is the most recent update from March 2017.

The specific modelled impact on VT services is summarised in Table 5 on Page 14, which is based on an analysis of the May 2016 timetable and using historical delay data to understand the likely impact of the shuttle service during average levels of 'background' perturbation. Just for clarity the modelling included a number of scenarios - the 'May 2016 Shuttle+extended OL' scenario was specifically modelled to understand the performance impact in the event that NR failed to commission the supporting mitigation works (including the reduced overlaps at Kenilworth), however NR has committed to delivering these works by December 2017.

It is therefore the '[May 2016 vs May 2016 Shuttle](#)' scenario that will provide the most appropriate modelled impact on VT services, and shows a potential impact of:

- 00:00:51 (ie. 51 seconds) delay per day to VT Class 1 services – so a total increase of 51 seconds over 36 trains
- -00:04:36 (ie. -4 mins 36 seconds) delay per day to VT Class 9 services – so a reduction in delay minutes of 4 mins 36 secs over 61 trains
- -00:00:08 (ie. -8 seconds) delay per day to VT Class 5 movements – so a reduction in delay minutes of 8 seconds over 3 trains

Hope this helps, but let me know if you have any more queries.

Kind Regards,

JC

James Carter
Network Access Manager

From: Rhymes, Sue
Sent: 09 August 2017 11:34
To: James Carter
Cc: Horley, Darren
Subject: LM 5th Supplemental Response

Hi James,

We have been asked by a few people here what the performance impact on Virgin West Coast services at Coventry station might look like.

Please can you have a look at this and let us have any relevant information?

Thanks for your help.

Sue

Sue Rhymes *Track Access Manager*
Virgin West Coast Trains, Ground Floor, Victoria Square House, Birmingham, B2 4DN

From: James Carter
Sent: 19 July 2017 10:54
To: Rhymes, Sue
Subject: RE: London Midland Proposed 5th Supplemental Agreement

Good morning Sue,

We have no plans to increase the service beyond hourly - to be honest I think 2tph would be completely impossible without further double-tracking between Leamington and Coventry, and as the Electric Spine project has been put on back-burner I can't foresee that happening anytime soon.

As it stands the first departure from Coventry is proposed to be at 06:34 (well after the first passenger service of the day at 05:50), and the last one back to Leamington departing at 22:36 (well before the last trains at 00:18 and 01:20) , so within the current operational hours for Coventry Station.

Regards,

JC

James Carter
Network Access Manager

102 New Street, Birmingham, B2 4HQ

From: Rhymes, Sue
Sent: 18 July 2017 09:36
To: James Carter
Subject: FW: London Midland Proposed 5th Supplemental Agreement

Hi James,

Our Stations team have raised the following points – please can you have a look at the text in yellow below and let me have your thoughts – we may have some internal costs?

Thank you for your help.

Kind Regards

Sue

Sue Rhymes *Compensation Analyst*

Virgin West Coast Trains, Green Room, North Wing Offices, London Euston Station, London, NW1 2HS

From: Rhymes, Sue
Sent: 18 July 2017 09:32
To: Pearce, Raynor McCarron, Maria Johnson, Lauren Whitehouse, David.Whitehouse ; Gorse, Stephen
Cc: Savory, Mary
Subject: RE: London Midland Proposed 5th Supplemental Agreement

Hi Ray,

Please could you advise if there would be an impact on the roster noting the longer term proposal is to move to 2 trains per hour. Do we need additional staff? As Kenilworth is a new station what costs are incurred to get this into the CIS system.

The rolling stock is a class 153 of which is the same traction as that used on the Nuneaton – Cov service so no impact is my immediate thought.

This will also be noted at SIG.

Sue

Sue Rhymes *Compensation Analyst*

Virgin West Coast Trains, Green Room, North Wing Offices, London Euston Station, London, NW1 2HS

From: Pearce, Raynor
Sent: 11 July 2017 18:09
To: Rhymes, Sue <>; McCarron, Maria Johnson, Lauren Whitehouse, David >; Gorse, Stephen
Cc: Savory, Mary
Subject: FW: London Midland Proposed 5th Supplemental Agreement

Thanks Sue

Hi Maria, Dave

Please can you have a look through the attached, as I believe it will have an impact on dispatch at Cov if there is an increase in services. Do our rosters support this already?
Also, apologies my train knowledge is not great, are our staff already trained to dispatch 153s?

Hi Lauren,
Flagging up as this may need alterations to the CIS. Please can you see if there will be any charge to add in new stations and timescales?

Hi Stephen
One to keep an eye on as it will alter the vehicle counts.

Ray

Raynor Pearce, Station Access & Contracts Manager

From: Rhymes, Sue
Sent: 11 July 2017 10:28
To: Jebb, Jo Pearce, Raynor Melles, Elizabeth Nash, Jason ; Grimes, Alex >; Jacks, Michael Cuthbertson, Ian >; Culff, Alastair Chadwick, Nick ; Dunster, Jonathan
Subject: FW: London Midland Proposed 5th Supplemental Agreement

Dear All,

Please see attached and let me have any comments by reply.

Regards

Sue

Sue Rhymes *Compensation Analyst*

Virgin West Coast Trains, Green Room, North Wing Offices, London Euston Station, London, NW1 2HS

From: Satchwell Carew

Sent: 10 July 2017 14:56

To: EXTL: arrivatw.co.uk; chilternrailways.co.uk; crosscountrytrains.co.uk; eastmidlandstrains.co.uk; gtrailway.com; arrivarl.co.uk; merseyrail.org; northernrailway.co.uk; scotrail.co.uk; transport.gov.scot (Serco) @serco.com>; (SWT) swtrains.co.uk>; (SWT) - TPE firstgroup.com>; virgintrains.co.uk; freightliner.co.uk; gbrailfreight.com; hpuk.co.uk; mdst.co.uk; rfg.org.uk; colasrail.co.uk; harsco.com; deutschebahn.com; drsl.co.uk; britamrail.com; maritimetransport.com; railopsgroup.co.uk>; victa-railfreight.com; britamrail.com; geldardconsulting.com; gbrailfreight.com; highspeed1.co.uk; drsl.co.uk; gwr.com; gbrailfreight.com; alliancerail.co.uk; marybonar.com; tir-ltd.co.uk; Alliancerail.co.uk; hs2.org.uk; orr.gsi.gov.uk; PassengerServices_Access&Operations@dft.gsi.gov.uk <networkrail.co.uk>; london.gov.uk; tfl.gov.uk merseytravel.gov.uk; merseytravel.gov.uk; centro.org.uk; londontravelwatch.org.uk; passengerfocus.org.uk; Regulatory Reform New TAC/SA Info

Subject: FW: London Midland Proposed 5th Supplemental Agreement

Good afternoon,

Network Rail and London Midland propose to submit to the ORR an application for approval of amendments to London Midland's Track Access Contract and Network Rail is thus consulting the industry on an application to amend the London and Birmingham Railway Limited Track Access Contract. This Supplemental Agreement is to seek to introduce rights for the December 2017 timetable. These rights will support a new service between Leamington Spa and Coventry serving a new station at Kenilworth.

This application is being made under Section 22 of the Railways Act 1993.

This e-mail is notice of the 1 month consultation period for responding to this proposal.

If you wish to respond to the proposal, please can you do so in writing by close of business on Thursday 10th August 2017 to networkworkrail.co.uk and copy to londonmidland.com and orr.gsi.gov.uk

You do not need to respond if you do not have any comments.

Please see the attached documents which relate:

- a. Form P application form
- b. A Supplemental Agreement with the proposed changes

For further information please contact James Carter at London Midland.

Regards and best wishes

Carew Satchwell

Carew Satchwell FIRO
Route Contracts Manager, LNW Route