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**Network Rail Representations for the 22<sup>nd</sup> Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Contract between Network Rail Infrastructure Limited and West Midlands Trains Limited dated 19<sup>th</sup> May 2019**

**Purpose**

This letter provides final representations from Network Rail Infrastructure Limited (Network Rail) for the 22<sup>nd</sup> Supplemental agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail Infrastructure Limited and West Midlands Trains Limited dated 19<sup>th</sup> May 2019.

This representation builds upon the representations submitted by Network Rail for this application on the 28 June 2024.

The purpose of this final representation is to provide ORR with Network Rail's final position on this application (and the specific access rights within it) and will do so by providing facts, data, evidence to support our position.

Network Rail can confirm that based on the facts, data and evidence outlined in this representation it is partially supportive of this application, subject to any comments, suggested amendments or specific issues highlighted in this representation.

Where there are a number of applications seeking capacity at the locations referred to in this letter, and as detailed in Annex A, the basis of our support of applications either in total, or in part (as can be determined by reading the relevant representations), may have a connection to our position on all other applications at that location. You may wish to wait for final representations on related applications and the information provided therein prior to making your decision.

### **Background of the Application and Network Rail Representations**

In line with ORR's letter of 24 April 2024 to the industry on 'Competing and/or complex track access applications for December 2024, May 2025, and December 2025 timetable changes', West Midlands Trains submitted this application to the ORR on 20th May 2024 as a S22A application in line with ORR's deadline.

As requested by ORR, Network Rail submitted a High-Level Plan in June 2024, and a further detailed plan was published on Network Rail's website in August 2024 and updated in January 2025. Network Rail made its initial representations on this application on 28 June 2024 where an initial view of the application Form P and Supplemental Agreement was provided.

In its initial representation on 28 June 2024, Network Rail highlighted a number of items in the "Network Rail Review of Form P and associated documents" section of the letter. Further to a recent review of the application documents, Network Rail also wish to highlight some further items which ORR should consider when making a direction on this application.

The points we would like to highlight from the initial representation and the course of action we require, are as follows:

- The letter stated that 'West Midlands Trains Ltd are seeking the following access rights to commence from December 2024 Timetable and expire on the contract expiry date which is the Principal Change Date 2026'. As stated further down the letter, West Midlands Trains have since written to ORR to inform them of a deferred start date to the May 2025 Timetable Change, and the expiration date of the rights remains unchanged.
- The letter stated that 'In Section 3.2 of the Form P it has been highlighted that no safety risks have been identified as part of the application, Network Rail will be undertaking due diligence and necessary assurance to assess any safety risks associated with the proposal'. Network Rail can confirm that, during the consultation for the supported application for these rights under the interim approach (41<sup>st</sup> Supplemental Agreement), no safety risks were highlighted by Network Rail's governance processes, nor were any raised by the Industry Consultees.

The points we would like to highlight from our recent review of the application are as follows:

- The Schedule 5 Marked Up Tables supplied alongside the Form P for the submission for Industry Consultation on 20 May 2024 hadn't included the agreed Train Service Codes (TSCs). Were ORR to direct this application, an amended version of the Marked Up Schedule 5 Tables will be required which include these Train Service Codes.
- Section 6.1 of the Form P outlining competing passenger services lists West Midlands Trains' 30<sup>th</sup> Supplemental Agreement as a potential competing aspiration for capacity at Birmingham New Street. The 30<sup>th</sup> Supplemental Agreement has since formally been withdrawn by West Midlands Trains, and the aspiration for these services no longer needs to be considered alongside the 22<sup>nd</sup> Supplemental Agreement.
- Section 6.1 of the Form P outlining competing passenger services lists Alliance Rail as a potential competing aspiration for capacity at Birmingham New Street. Alliance Rail have since withdrawn their Section 17 application with ORR, and the aspirations

for these services no longer need to be considered alongside the 22<sup>nd</sup> Supplemental Agreement.

- Section 6.1 of the Form P outlining competing passenger services had considered Cross Country Trains' May 2025 application as a potential competing aspiration for capacity at Birmingham New Street. The conflicts identified with the Cross Country Trains aspirations could be resolved from a timetable capacity perspective against the West Midlands Trains aspiration. Although West Midlands Trains have referenced the Alliance Rail and CrossCountry Trains applications as potentially interacting/competing there are other applications also seeking access rights at Birmingham New Street. Where there are conflicts with this application they are outlined in the capacity section below.

### **Access Rights Contained in the Application as Part of the Interim Approach**

All of the rights in this Application were supported under a Section 22 application using the Interim Approach and were applied for the May 2025 Timetable via the 41<sup>st</sup> Supplemental Agreement. The rights were supported under the interim approach with an expected start date of the commencement of the May 2025 timetable, however it is now known passenger operation will commence during the December 2025 timetable. A footnote was included within Table 2.2 of the Schedule 5 tables, stipulating passenger service can only commence once the new stations are completed and commissioned. Network Rail requests that this footnote remains under Table 2.2 of the Track Access Contract if the rights are approved as supported by Network Rail, on a contingent basis. If ORR was to grant the access rights on a firm basis as West Midlands Trains have requested, then Network Rail would request that a similar footnote is added to the rights in table 2.1.

Within West Midlands Trains' Track Access Contract, Table 4.2 under Schedule 5 was previously updated to include the 3 new stations as 'Additional Calling Patterns'. Marked up schedule 5 tables provided by West Midlands Trains as part of this application, included updated tables 4.1, adding these station calls at Moseley Village, Kings Heath Station and Pineapple Road as Regular Calls.

### **Access Rights Sought in the Application**

The rights sought in this application are for:

<b><u>The rights included in the 22nd SA</u></b>	<b><u>Specific locations identified in ORR's Letter of 24 April 2024</u></b>
31 new Weekday rights between Birmingham New Street and Kings Norton in table 2.1	Birmingham
32 new Weekday rights between Kings Norton and Birmingham New Street in table 2.1	Birmingham
31 new Saturday rights between Birmingham New Street and Kings Norton in table 2.1	Birmingham

31 new Saturday rights between Kings Norton and Birmingham New Street in table 2.1	Birmingham
14 new Sunday rights between Birmingham New Street and Kings Norton in table 2.1	Birmingham
14 new Sunday rights between Kings Norton and Birmingham New Street in table 2.1	Birmingham

Annex B of this letter contains a table which shows all of the access rights requested in this application

The Table in Annex B provides details of the access rights characteristics i.e:

- Origin
- Destination
- Quantum by Day of Week (Peak or Off Peak)
- If the access rights are currently held in the contract and proposed change is an amendment to those rights for e.g. calling pattern change, contingent to firm etc.
- Which locations it interacts with from ORR's list of nine locations in their letter to the industry 24 April 2024.

Network Rail would like to acknowledge that West Midlands Trains Limited notified Network Rail and ORR on Friday 2 August 2024 that the application had changed from the original application submitted to ORR by 20 May 2024 and ORR agreed to the change to the application.

The proposed changes are:

- A small reduction in the quantum of services being sought in both directions for the Weekday, Saturdays and Sundays.
- A deferral of the start date from the original proposed S22a application sent to the ORR on 20 May 2024, moved from December 2024 to May 2025.
- The amended Form P was updated and sent to ORR to confirm the deferred start date, but did not include an accompanying updated rights table or a draft Supplemental Agreement alongside this submission.
- If ORR were to direct Network Rail to award these rights, Network Rail reserves the right to review any Supplemental Agreement to ensure any access rights that are awarded are as they are set out within the Direction, and against what West Midlands Trains have requested within their updated form P and Network Rail have assessed as part of the high level plan. Furthermore, neither the original Form P nor the amended Form P have stated explicitly that West Midlands Trains will be adding these new rights to Table 4.1 of the Track Access Contract seeking Regular Calls, however the marked up Schedule 5 tables provided with the original application, and referenced within the Form P include the new stations added as Regular Calls within tables 4.1. The

expectation is West Midlands Trains would require these amendments to Table 4.1 to be included in any Supplemental Agreement.

### **Assurance / Assessments / Updates**

The following section will address specific areas of consideration, opportunities and risks relevant to the application or where applicable to specific access rights in the application. Where the outputs relate to specific access rights instead of the application as a whole this will be highlighted in the relevant section.

### **Background of Application**

The rights being sought within the 22<sup>nd</sup> Supplemental Agreement have been part of a £61 million investment. The aspiration is to introduce a two train per hour service calling at the three newly built stations (Moseley Village, Kings Heath and Pineapple Road) between Birmingham New Street and Kings Norton. The West Midlands Rail Executive (WMRE) and the West Midlands Combined Authority (WMCA) are the main funders of the project.

The introduction of the three new stations seek to provide faster and more frequent journey opportunities for passengers who live and work in the South of Birmingham area. Network Rail understands the long term target is a reduction of car journeys by 25% within the area once the services began operation to help reduce pollution and congestion

Network Rail recognises the substantial benefits from a passenger and local business perspective these services would provide. However, as highlighted further down in the letter, there are performance and capacity concerns which are relevant for this aspiration, and have been considered when reviewing this application. Given the substantial public funding invested as part of this project, Network Rail recognises the importance of supporting a train service utilising the stations and realising the investment benefits. At this late stage, not supporting any rights cannot be considered a viable strategy.

Furthermore, no other operators have submitted applications to run additional services between Birmingham New Street and Kings Norton, so from a passenger perspective, these services will provide the only option to serve the newly built stations.

We therefore propose to continue to support the rights on a contingent basis at this stage, with a proposed expiry date of Principle Change Date for December 2026 timetable. This is in order to allow capacity and performance to be monitored during passenger running once the services commence and to allow time to work with West Midlands Trains to consider and agree any performance mitigations, that may include timetable interventions, in order to make a decision on the long term timetable strategy and supporting the rights on a longer term basis. Due to this Network Rail is not able to confirm that the rights would be supported in the long term to support the same service pattern as currently planned therefore continuity should not be assumed for rights as they are currently expressed.

The proposed amendments within the application to calling patterns to add the three stations as “Regular Calling Pattern” within table 4.1 are currently listed as ‘Additional Call’s under Table 4.2 of West Midlands Trains’ Track Access Contract, and we would continue to support these calling pattern changes as ‘Additional Calls’ within table 4.2 to reflect our support for the rights on a Contingent basis.

The stations were originally due for completion in readiness for the December 2023 timetable

change, but delays with the infrastructure has seen the project delayed and the stations are now projected for completion and ready to commence passenger operation during the December 2025 timetable. Therefore Network Rail would request the current footnote stating 'These Passenger Trains Slots will take effect when the Camp Hill Stations are complete and commissioned, but, in any event no earlier than the Subsidiary Change Date 2025'. continues to apply to the rights whether they are on a contingent or firm basis.

## **Capacity**

### The High Level plan and capacity assessment of interacting rights

Network Rail's high-level plan (updated on 5 Jan 2025) noted that in Phase 5 (from 7<sup>th</sup> March to 16<sup>th</sup> June) there would be a continued assessment of applications for the December 2025 timetable. During the course of this assessment, Network Rail were able to identify slots in the timetable which are consistent with the Rights being sought by West Midlands Trains in their 22<sup>nd</sup> Supplemental Agreement. These are new services and were included in the Access Proposal submitted at D40 for inclusion in the December 2025 timetable, and offered at D-26 as part of the process under Part D of the Network Code. Also as a part of the Phase 5 assessments Network Rail have identified potential timetable conflicts at Kings Norton and Lifford East Jn with a path which Network Rail does not support in the FLHH 27<sup>th</sup> SA. Further detail will be provided in the FLHH 27<sup>th</sup> Supplemental Agreement final representation.

### ORR Key Interacting Locations

It should also be noted that the rights in this application are planned to run to Birmingham New Street, which is a location identified in ORR's letter to the industry concerning Competing and/or complex Track access applications for December 2024, May 2025 and December 2025, dated 24 April 2024. There are rights within Section 17 and 22A applications which Network Rail is not supportive of that operate in the Birmingham area. It is important for Network Rail to point out that should ORR positively determine upon those applications that Network Rail is not lending its support, multiple applications would need to be reconsidered by Network Rail. The ORR may wish to wait for Network Rail representations concerning these applications, however, the outcome of those applications does not affect Network Rail's position on the rights within West Midlands Trains' 22<sup>nd</sup> Supplemental Agreement as outlined in this letter.

### Proximity Analysis

Alongside a technical timetable assessment of the individual paths related to the rights being sought by all operators (in response to ORR's 20 May 2024 deadline) Network Rail have also undertaken a statistical analysis, which we refer to as Proximity Analysis. The output of this analysis can be found in Annex C.

Proximity Analysis focusses on the 9 key interacting locations highlighted by ORR in their letter dated 24 April 2024. It counts train paths which relate to all the submitted access applications (in response to the ORR request on 24 April 2024) that are within 6 minutes of one another at the key interacting locations. The analysis ignores which platform or running line the trains would use, and as such it should be considered a high-level statistical analysis.

The benefit is to indicate at a high level the extent to which the applications might overlap with one another, but not to confirm so.

### Birmingham New Street Capacity technical assessment

Network Rail have completed a general high-level platform occupancy assessment for Birmingham New Street. This is summarised in this section of the letter with the intention of highlighting the general capacity constraints at Birmingham New Street rather than specific analysis about the train slots aligned to the West Midlands Trains' 22<sup>nd</sup> Supplemental Agreement.

We took a copy of the December '25 timetable 5 weeks into the Part D production process (at D-35). To this we added additional services to represent additional rights which operators hadn't included in their D-40 PDNS submissions to Capacity Planning. In this way, we were able to assess the impact of applications on platform capacity at Birmingham New Street between 11:00 and 14:00 Monday to Friday.

The following figure summarises the platform occupancy at Birmingham New Street.

	11-12	12-13	13-14	Average	Maximum		11-12	12-13	13-14	Average	Maximum
<b>1</b>	81.7%	68.3%	73.3%	74.4%	81.7%	<b>7</b>	71.7%	75.0%	71.7%	72.8%	75.0%
<b>1A</b>	70.0%	63.3%	73.3%	68.9%	73.3%	<b>7A</b>	71.7%	75.0%	71.7%	72.8%	75.0%
<b>1B</b>	56.7%	28.3%	23.3%	36.1%	56.7%	<b>7B</b>	51.7%	55.0%	23.3%	43.3%	55.0%
<b>2</b>	81.7%	83.3%	78.3%	81.1%	83.3%	<b>8</b>	83.3%	63.3%	65.0%	70.6%	83.3%
<b>2A</b>	65.0%	83.3%	61.7%	70.0%	83.3%	<b>8A</b>	60.0%	41.7%	41.7%	47.8%	60.0%
<b>2B</b>	68.3%	13.3%	55.0%	45.6%	68.3%	<b>8B</b>	23.3%	23.3%	23.3%	23.3%	23.3%
<b>3</b>	86.7%	85.0%	70.0%	80.6%	86.7%	<b>9</b>	50.0%	46.7%	61.7%	52.8%	61.7%
<b>3A</b>	50.0%	66.7%	70.0%	62.2%	70.0%	<b>9A</b>	50.0%	46.7%	48.3%	48.3%	50.0%
<b>3B</b>	61.7%	48.3%	15.0%	41.7%	61.7%	<b>9B</b>	0.0%	0.0%	18.3%	6.1%	18.3%
<b>4</b>	95.0%	53.3%	81.7%	76.7%	95.0%	<b>10</b>	100.0%	100.0%	100.0%	100.0%	100.0%
<b>4A</b>	60.0%	41.7%	61.7%	54.4%	61.7%	<b>10A</b>	78.3%	76.7%	80.0%	78.3%	80.0%
<b>4B</b>	95.0%	40.0%	61.7%	65.6%	95.0%	<b>10B</b>	76.7%	78.3%	76.7%	77.2%	78.3%
<b>5</b>	95.0%	96.7%	96.7%	96.1%	96.7%	<b>11</b>	58.3%	45.0%	56.7%	53.3%	58.3%
<b>5A</b>	70.8%	73.3%	63.3%	69.2%	73.3%	<b>11A</b>	41.7%	26.7%	56.7%	41.7%	56.7%
<b>5B</b>	88.3%	90.0%	90.0%	89.4%	90.0%	<b>11B</b>	31.7%	18.3%	28.3%	26.1%	31.7%
<b>6</b>	81.7%	83.3%	91.7%	85.6%	91.7%	<b>12</b>	60.0%	55.0%	53.3%	56.1%	60.0%
<b>6A</b>	76.7%	76.7%	75.0%	76.1%	76.7%	<b>12A</b>	60.0%	55.0%	53.3%	56.1%	60.0%
<b>6B</b>	75.0%	76.7%	85.0%	78.9%	85.0%	<b>12B</b>	43.3%	55.0%	53.3%	50.6%	55.0%

We would make the following general observations:

- 9 of the full-length platforms show at least 1 hour of occupancy of 75% or higher in this 3-hour window. These are the same 9 platforms as in May 25 (Platforms 1-8 and 10).
- 6 of the 12 platforms show an average occupancy of 75% or higher over this 3-hour period (Platforms 2-6 and 10).
- It's a characteristic of the operating plan at Birmingham New Street that, although some of the platforms appear to have lower occupancy levels, access to those vacant platforms can be constrained by crossing movements in and out of adjacent platforms, materially decreasing the time the platform is accessible.

## **Performance**

The rights being sought via the 22<sup>nd</sup> Supplemental Agreement will see West Midlands Trains operate services to call at new stations via the Camp Hill lines between Birmingham New Street and Kings Norton, to call at Moseley Village, Kings Heath and Pineapple Road.

Previous performance modelling which had been commissioned by both Network Rail and West Midlands Trains now include either outdated assumptions due to the time lapse between the modelling being undertaken and today, or any of the recent modelling hadn't considered amended and newer aspirations from other Passenger and Freight Operators. Coupled with other factors, such as the reliance on other services running On Time arriving /departing at Birmingham New Street, as well as these services using the same lines in and out of Birmingham New Street have the potential to impact the performance of the Camp Hill services.

There is little to no recovery time planned into the Birmingham New Street – Kings Norton services, as the turnaround margins at Kings Norton are on minimum turnaround allowed under Timetable Planning Rules (TPRs). Therefore any late running caused to these services have the potential to import delay onto the Cross City line services due to their interaction at Kings Norton. This concern is predominant with the first circuit from Birmingham New Street (xx:25/xx:27) to Kings Norton, due to the interactions with 2 West Midlands Trains Cross City services, 1 CrossCountry Trains Limited (XC) Nottingham service (1Dxx vice 1Gxx) and 1 XC Leicester service (1Kxx vice 1Nxx), all planned around the same time at New Street and all being on minimum headways. XC inward services regularly arrive late (due to time loss on the other routes) and have the potential to knock onto the Camp Hill services with the Camp Hill services potentially regulated due to the lateness of the XC services.

Separately, in order to make the train plan work, extensive pathing time (5 minutes in the standard hour, but up to 10 minutes in early and late services) is required between Bordesley Jn and Grand Jn in order to ensure a compliant train plan. In times of perturbation this could pose additional performance risks with signalling late running services.

From a passenger continuity perspective, there is no consistency with the platforming of these services with the xx:25/xx:27 using Platform 7 and the xx:57 using Platform 11, and is unlike the consistency of the Cross City line services using platform 12 (for the south bound stations) and platform 8 (for the north bound stations). This unfortunately will not change due to the complexity of platforming and capacity of Birmingham New Street, and could pose a risk to passenger handling and boarding at New Street which in turn could impact On Time starts and performance at New Street.

Looking at the specific metrics at Birmingham New Street, Passenger performance at Birmingham New Street (BHM) when assessed across the December 2023 timetable was below the national On Time WTT performance, at 65.2% Nationally compared to 46.9% at Birmingham New Street. West Midlands Trains had an On Time of 51.8%. Comparably when assessed against the June 2024 timetable, Birmingham New Street (BHM) was still below the national On Time WTT performance, 61.9% Nationally compared to 42.9% at Birmingham New Street. Performance had an On Time of 42.9% overall. West Midlands Trains had a On Time of 47.7%.



West Midlands Trains operate the most services at Birmingham New Street in both timetables, and is therefore likely to be most impacted by delay causing incidents. In December 2023, when assessing the metrics on an hourly basis, performance during 0500-0859 drops from 76.7% to 38% when measuring On Time, and then improves slightly during the day during the off peak hours, and drops again during the evening peak, 1700-1959, with performance below 35% and gradually improving across the final hours of the day. Similarly in June '24, Birmingham New Street performance by hour deteriorated during 0500-0859, from 73% to 37.5% On Time WTT% and then improves slightly during the day off peak and drops again during the evening peak, 1700-1959, with a performance below 35% with no recovery until 2200.

The addition of the 2 trains per hour to run across the Camp Hill lines in each direction will reduce the resilience of the timetable by using some of the white space in the Birmingham New Street throat and in the Proof House Junction area. It will also add more crossing moves in the Grand Junction area such as the xx:11 arrivals at New Street from Kings Norton that arrive via the Stour Lines instead of the Derby lines linking the two routes into New Street potentially able to transmit delay.

In summary, Birmingham New Street shows a deteriorating performance during morning peak, with a slight recovery during the day off peak and drops again during the evening peak with no recovery until 2000.

Network Rail accepts that there are limited actions that can be taken until we understand how the Camp Hill services run and there are potential intervention points after the driver training becomes operational. Once the driver training starts, Network Rail's Performance team will be working with Network Rail's Train Planning team to monitor performance and the interactions to understand if there is anything additional that can be done to amend the timetable to mitigate performance concerns.

### **Any other risks or cross-route concerns**

No other risks or cross route concerns have been identified as part of this application.

None of the services being sought to run via the 22<sup>nd</sup> Supplemental Agreement interact or cross over with any services running along the West Coast South fast lines whereby Network Rail have outlined our current position, and as such, there are no risks of interactions with any services seeking capacity within this area.

A previous concern highlighted within the application was the potential crossover with West Midlands Trains' 30<sup>th</sup> Supplemental Agreement, for which an uplift to 6 trains per hour was being sought to run on the Cross City lines. Capacity Constraints mean it is unlikely both applications could be accommodated and decisions would need to be taken over the allocation of capacity, however West Midlands Trains have since formally withdrawn their Section 22a application for the 30<sup>th</sup> Supplemental Agreement, and we therefore haven't needed to consider the application alongside this one when forming our decision.

Following the receipt of the applications on 20 May 2024, Network Rail has undertaken power modelling of the baseline of all current access rights accommodated in the timetable, rights currently held and expected to be introduced in the immediate timetables, as well as undertaken power modelling of the additional rights applied for on 20 May 2024.

The rights being sought to run on the Camp Hill lines will be using Class 196 Diesel Units, and therefore no risks with power supply are prevalent within this application.

### **Conclusion**

In this representation letter we have confirmed that we partially support the access rights sought in this application.

As highlighted within the letter, there is still a level of uncertainty on the impact these new services could bring to the network once passenger service commences, and therefore Network Rail is currently unable to support the rights on a long term basis at this stage. Network Rail understands that significant investment has been made into building the three new stations, and there are significant benefits with added journey opportunities for passengers in the South of Birmingham area, and Network Rail has no desire to create unnecessary delays to the running of these services once they are commissioned and complete.

Network Rail therefore supports the rights on a contingent basis, for one year up until December 2026 timetable change date. Network Rail does not support changing the station calls from "Additional Stations" to the "Regular Calling Pattern " and adding within table 4.1 at this time however continues to support them as "Additional Station Calls in table 4.2" This will allow Network Rail to assess the performance and capacity issues that may arise, and work with West Midlands Trains to apply suitable mitigations, which may include timetable interventions, where required.

If you have any questions or require any clarification on the points raised within the letter, please do not hesitate to contact us.

Yours sincerely,

Akaash Bhandari

Franchise & Access Manager,

## ANNEXES

### Annex A – Interacting Locations Matrix

Operator/Application/Type	Status of Application	WMT south	Birmingham	BHR Derby	Derby-Sherfield	Sherfield	ECML&Leeds	Oxford	Gloucester	Gwent
Alliance Rail Cardiff - Edinburgh 17	Withdrawn		x	x	x	x	x		x	x
CrossCountry 38th SA 22a	Live		x	x	x	x	x	x	x	x
DBC 81st SA 22a	Live		x	x	x	x	x	x	x	x
DBC 87th SA 22a	Live		x	x	x	x	x		x	x
DCR 2nd SA 22a	Live		x	x	x	x	x	x		
DRS 17th SA 22a	Live		x	x	x	x	x		x	x
FLHH 25th SA 22A	Live		x	x	x	x	x	x	x	
FLHH 27th SA 22A	Live		x	x	x	x	x	x	x	x
FLHH 28th SA 22A	Live		x	x	x	x	x	x	x	x
FLIM 21st SA 22A	Live		x	x	x	x	x	x	x	
FLIM 22nd SA 22A	Live		x	x	x	x	x	x		
FLIM 24th SA 22A	Live		x	x	x	x	x	x		
FLIM 25th SA 22A	Live		x	x	x	x	x	x		x
GBRF 25th SA 22a	Live		x	x	x	x	x	x		
GBRF 34th SA 22a	Live		x	x	x	x	x	x	x	x
TRW 28th SA 22a	Live			x	x					x
WMT 22nd SA 22A	Live		x	x						
WMT 28th SA 22A	Live		x	x						
WMT 30th SA 22A	Withdrawn		x	x						
WMT 32nd (29th) SA 22A	Live	x	x	x						
WSMR New Contract 17	Live	x	x	x						

### Annex B – Table of Access Rights Requested in Application

Operator	Route	Service Group	From	To	SX	SO	SUN	Calling Pattern
<b>West Midlands Trains</b>	NW&C	EJ03	Birmingham New Street	Kings Norton	31	31	14	Moseley Village, Kings Heath Station, Pineapple Road.
<b>West Midlands Trains</b>	NW&C	EJ03	Kings Norton	Birmingham New Street	32	31	14	Pineapple Road, Kings Heath Station, Moseley Village

### Annex C – Proximity Analysis

The tables below show the number of train services from other S17 and S22a applications which are at the same location within 6 minutes of a train path which has been assumed as a part of this application.

6-minutes is approx. double headway to draw out how proximity could affect the viability of another service. (Not all headways are 3 minutes. 6 minutes has been used to give a general indication).

This is limited to Wednesday, Saturday and Sunday only. ECML is not included. This analysis is presented with the intention of highlighting the extent to which this application overlaps with other applications around Birmingham.

## OFFICIAL

<b>Birmingham</b>				
	<b>Count of Proximations</b>			
<b>Runs in Proximity with</b>	<b>Wed</b>	<b>Sat</b>	<b>Sun</b>	<b>Tot</b>
<b>CrossCountry 38th</b>	297	236	42	575
<b>WMT 32nd</b>	3	75	30	108
<b>WMT 22nd</b>	52	50	0	102
<b>WMT 28th</b>	57	0	0	57
<b>TFW 28th</b>	14	13	22	49
<b>GBRf 34th</b>	7	13	5	25
<b>FLHH 28th</b>	18	0	0	18
<b>GBRf 25th</b>	3	2	0	5
<b>Avanti 17th</b>	0	0	3	3
<b>FLIM 21st</b>	3	0	0	3
<b>FLIM 22nd</b>	3	0	0	3
<b>FLIM 24th</b>	0	3	0	3
<b>Avanti 3rd</b>	2	2	0	4
<b>FLHH 27th</b>	2	0	0	2
<b>DRS 17th</b>	1	0	0	1
<b>GBRf 25th</b>	1	0	0	1
<b>TFW 31st &amp; 32nd</b>	0	0	1	1