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Network Rail Representations for the 28th 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 19th May 2019.

Purpose

This letter provides final representations from Network Rail (NR) for the 28th Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Application (SA) between Network Rail and West Midlands Trains (WMT) dated 19th May 2019.

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

Network Rail shared two general representations pertaining to the West Coast Main Line and rights utilising the Fast Lines between Rugby and Euston on the West Coast Main Line in separate letters on 07 February 2025 and 25 April 2025, although those letters do not pertain to the majority of rights West Midlands Trains are seeking in this 28th Supplemental Agreement. 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 supportive for part of this application.

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 Ltd submitted this application to the ORR on 20 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 SA 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. Where we have not had a response to the points, we have noted this below for the Operator and/or ORR to address or take into consideration.

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 '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 (42nd Supplemental Agreement), no safety risks were highlighted by Network Rail's governance processes, nor were any raised by the Industry Consultees. Furthermore, the rights were part of the December 2025 Timetable Change Risk Assurance Group (TCRAG) process, where no objections to the rights were raised.

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

- Section 6.1 of the Form P outlining competing passenger services lists West Midlands Trains' 30th Supplemental Agreement as a potential competing aspiration for capacity at Birmingham New Street. The 30th Supplemental Agreement has since formally been withdrawn by West Midlands Trains, and the aspiration for these services no longer need to be considered alongside the 28th 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 28th Supplemental Agreement.
- Section 6.1 of the Form P outlining competing passenger services lists CrossCountry Trains' May 2025 application as a potential competing aspiration for capacity at Birmingham New Street. Timetable capacity analysis has identified there are no unresolvable conflicts between the CrossCountry Trains and West Midlands Trains services aligned to this application. Network Rail will provide its final representations in relation to CrossCountry's 38th SA at a later date. ORR may wish to wait for final representations on related applications and the information provided therein prior to making your decision.
- In section 3.1 of Form P there is an error relating to the Birmingham and Shrewsbury rights, which stipulated 4 additional rights under description 4.8 and also 1 additional right under the same description 4.8. The marked-up Table 2.1 also supplied by West Midlands Trains clarifies that the request is for 4 additional Weekday rights under description 4.8 and 1 additional Weekday right under description 4.9 (for a service in

the opposite direction), and we have assumed this in assessing our representation.

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 December 2024 and May 2025 Timetables via the 34th and 42nd SAs.

Access Rights Sought in the Application

The rights contained within the 28th Supplemental Agreement are for three separate purposes outlined in the following bullets and detailed in the table below.

- To enable changes to the Liverpool – Birmingham service group which were implemented in the December 2024 timetable.
- To enable changes to the Shrewsbury – Birmingham service group which were implemented in the December 2024 timetable.
- To extend seven access rights for other existing services which were awarded in the 24th Supplemental Agreement but which expired in December 2024 and subsequently extended to May 2025 in the 34th and December 2025 in the 42nd Supplemental Agreements, and continue to be required to support the timetable.

The seven rights relating to existing services were identified as required during an assurance check of access rights held prior to the December 2023 timetable change coming into effect, and Network Rail supported these initially through a General Approval (21st SA) followed by the 24th, 34th and 42nd Supplemental Agreements whereby the rights were supported on a contingent basis. These rights were identified through the assurance of the Track Access Contract, and whilst the application was made for December 2024, the services had been introduced before this period. Since all seven interact with locations identified by ORR in their letter to the Industry on 24 April 2024, West Midlands Trains included the request to extend these rights within the 28th Supplemental Agreement.

The rights sought in this application are for:

The rights included in the 28th SA	Specific locations identified in ORR's Letter of 24 April 2024
<i>To enable changes to Liverpool to Birmingham services</i>	
1 weekday right from Wolverhampton to Birmingham New Street	Birmingham
2 weekday rights from Birmingham New Street to Crewe	Birmingham
1 weekday right from Crewe to Birmingham New Street	Birmingham
<i>To enable changes to Shrewsbury to Birmingham services</i>	
4 weekday rights from Birmingham New Street to Shrewsbury	Birmingham

1 weekday right from Shrewsbury to Birmingham New Street	Birmingham
<i>To extend access rights previously in the 24th SA to end of contract</i>	
1 Sunday right from Nuneaton to Coventry	WCML
2 Sunday rights between Crewe to Rugby	WCML
1 Sunday right between Birmingham International to Birmingham New Street	Birmingham
1 Sunday right between Northampton to Birmingham New Street	WCML, Birmingham
1 Saturday right between Wolverhampton to Birmingham New Street	Birmingham
1 Saturday right between Birmingham New Street to Crewe	Birmingham

The Table in Annex B which is appended to this letter provides details of the access rights characteristics i.e.:

- Origin
- Destination
- Quantum by Day of Week (Peak or Off Peak) Which locations it interacts with from ORR's list of nine locations in their letter to the industry 24 April 2024.

Assurance / Assessments / Updates

The following section will address specific areas of consideration, opportunity and risk 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.

Capacity

High Level plan and Capacity Assessment of Interacting Rights

Timetable capacity analysis has identified capacity for most of the paths aligned to the Rights being sought by West Midlands Trains in their 28th Supplemental Agreement.

Network Rail is not supportive of rights where the corresponding path has not been included in an access proposal submitted at D40 for the December 2025 timetable, and/or is not required to support the implementation of the timetable. Following review of this application there is one right that Network Rail is unable to support on this basis.

- Network Rail is not supportive of the additional Crewe to Birmingham via Penkridge right, with description 4.4 as there is only one SX service (1G39 05:58 ex Crewe) within both the current May 2025 and the proposed December 2025 timetable. Therefore the request to increase from 1 Right to 2 for Weekdays is not required and the operator has not demonstrated a clear intention and ability to utilise the capacity.

During our assessment of this application, we have identified instances where the number of rights requested by WMT may not be sufficient to fully support the services planned for the December 2025 timetable.

To ensure the successful delivery of these services, we suggest that WMT consider making separate arrangements to progress any additional rights that may be required. We remain committed to supporting WMT through this process and look forward to continuing our collaborative work together. For clarity this relates to:

- Northampton to Birmingham New Street (3.28): The applications seeks to increase Sunday Rights to 28, but Network Rail analysis shows that there are 29 trains in the Dec 25 TT.

Network Rail have identified timetable conflicts between paths aligned to rights in this application and the Freightliner Heavy Haul (FLHH) 27th and 28th Supplemental Agreements and the Wrexham, Shropshire and Midlands Railway (WSMR) section 17 application.

- Network Rail provided its final representations on WSMR Section 17 to ORR on 09 May 2025 stating it was not supportive of the rights contained within the application. Following this ORR published their decision on this application on 03 July 2025.
- Network Rail is not supportive of the rights in the FLHH 27th application which conflict. Network Rail shared it's final representation on FLHH 27th on 15 July 2025.
- Network Rail is not supportive of the rights within the FLHH 28th application which conflict. Network Rail provided it's representations to ORR dated 11 April 2025 and subsequently FLHH withdrew their 28th SA.

ORR Key Interacting Locations

It should also be noted that the rights in this application are planned to run at 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 24th 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' 28th Supplemental Agreement as outlined in this letter.

Birmingham New Street Capacity technical assessment

Network Rail has 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' 28th Supplemental Agreement.

A copy of the December 2025 timetable was taken 5 weeks into the Part D production process (at D-35). To this, services not included in the timetable were added to represent

rights which were not exercised in Access Proposals at D-40 or which are requested through the Section 17 and 22a applications submitted to ORR in May 2024. This enabled a complete assessment of Birmingham New Street, SX, and between the hours 1100-1400.

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

The following general observations were made:

- 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 2025 (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

Network Rail's Performance teams have undertaken a robust assessment of the rights being sought within the 28th Supplemental Agreement, and this section provides commentary on the rights, split into each line of route whereby the rights are sought.

General Concerns at Wolverhampton

Whilst the rights being sought within the application haven't highlighted any major areas of concerns, Network Rail's Performance team have identified Wolverhampton as a particular area to monitor, as it has been classed as a relatively poorer performing station within the Central Region. On Time currently sits at 54%, and Time to 3 (T3) is currently at 75% within the December 2024 timetable. However, West Midlands Trains services do show a slight improvement, with 59% for On Time and 80% for T3, and this has seen an overall improvement from the June 2024 timetable, rising from 42% On Time and 65% T3 (overall), and 46% On Time and 70% T3 (West Midlands Trains services specifically).

June 2024 TT Overall

Geography Description	WTT Points	On Time %	Time to 3 %
Wolverhampton	43,500	42.6 %	65.6 %

June 2024 TT West Midlands Trains Only

Geography Description	WTT Points	On Time %	Time to 3 %
Wolverhampton	24,368	46.1 %	70.8 %

December 2024 TT Overall

Geography Description	WTT Points	On Time %	Time to 3 %
Wolverhampton	32,863	54.5 %	75.7 %

December 2024 TT West Midlands Trains Only

Geography Description	WTT Points	On Time %	Time to 3 %
Wolverhampton	19,010	58.9 %	80.3 %

Network Rail's Central Route Performance team continues to work with operators, including West Midlands Trains, on improving performance at Wolverhampton through the Central Route Industry On Time Performance Group, and through the Birmingham New Street and Stour Lines On Time Group.

Services within the Liverpool Corridor

Splitting each of the 3 new services being sought within this application separately, the new right being sought to run between Wolverhampton to Birmingham New Street has generally seen an improvement in On Time performance by 5.6% for services within this route, but there has been a slight drop in T3 performance by 1.2%. Whilst Network Rail's performance team would be supportive of awarding the right on a firm basis, there are concerns with power supply with the services within this corridor which are highlighted further down in the letter, and therefore at this stage Network Rail would only be supportive of awarding the right on a contingent basis until May 2026 with no presumption of continuity applied until the power supply issues can be resolved.

June 2024 TT

Flow		WTT Points					On Time %	Time to 3 %
2W - Wolverhampton to Birmingham New St..		675					57.6%	81.5%
Geography Description		2W01 (06:00)	2W03 (06:18)	2W43 (16:48)	2W65 (22:18)	2W65 (22:19)	2W67 (22:48)	2W71 (23:48)
Wolverhampton		59.8%	58.8%	10.0%	52.4%	80.0%	51.5%	67.4%
Coseley			61.8%	10.0%	55.3%	80.0%	52.3%	66.4%
Tipton			55.9%	0.0%	55.3%	80.0%	52.3%	66.4%
Dudley Port		62.1%	43.4%	0.0%	38.2%	80.0%	46.2%	47.1%
Sandwell & Dudley			56.6%	0.0%	50.8%	80.0%	49.2%	56.5%
Smethwick Galton Bd..		45.8%	56.6%	0.0%	50.0%	80.0%	52.3%	55.1%
Galton Jn		71.2%	75.0%	20.0%	66.1%	100.0%	59.2%	71.0%
Smethwick Rolfe Stre..			72.8%	0.0%	62.9%	100.0%	59.2%	68.1%
Soho South Jn		67.4%	77.9%	20.0%	83.9%	100.0%	66.2%	73.9%
Birmingham New Str..		25.8%	58.8%	10.0%	66.1%	80.0%	26.2%	52.9%

1.2%

December 2024 TT

Flow		WTT Points					On Time %	Time to 3 %
2W - Wolverhampton to Birmingham New St..		478					63.2%	80.3%
Geography Description		2W01 (06:00)	2W03 (06:18)	2W65 (22:19)	2W67 (22:48)	2W71 (23:48)		
Wolverhampton		63.9%	44.8%	73.6%	48.5%	85.6%		
Coseley			46.3%	75.6%	52.6%	82.5%		
Tipton			50.0%	75.6%	53.6%	82.5%		
Dudley Port		67.0%	42.6%	71.1%	49.5%	80.4%		
Sandwell & Dudley			55.9%	76.9%	56.7%	83.3%		
Smethwick Galton Bd..		60.8%	60.6%	79.1%	57.7%	82.5%		
Galton Jn		75.3%	62.8%	81.3%	72.2%	86.6%		
Smethwick Rolfe Stre..			62.8%	80.2%	71.1%	86.6%		
Soho South Jn		83.5%	69.5%	86.8%	80.4%	91.8%		
Birmingham New Str..		59.8%	50.5%	85.7%	52.6%	75.3%		

For the Birmingham New Street to Crewe new services, there has been an overall improvement for both On Time (12%) and T3 (15.7%), although not as high in On Time performance as the Route would like to see, and this falls below the Central Route On Time target of 66.7% and T3 target of 83.3%. Based on the 2 services being sought, it hasn't been identified as a current concern, but the Central Route Performance team at Network Rail would like to see recent improvements continue and be maintained at Wolverhampton before providing support on a firm basis.

June 2024 TT

Flow	WTT Points	On Time %	Time to 3 %
1K - Birmingham New Street to Crewe	265	47.5%	63.8%

December 2024 TT

Flow	WTT Points	On Time %	Time to 3 %
1K - Birmingham New Street to Crewe	185	59.5%	79.5%
Geography Description	1K84 (22:33)	1K86 (23:22)	
Birmingham New Str..	81.1%	55.4%	
Soho South Jn	83.3%	60.9%	
Galton Jn	81.1%	51.1%	
Smethwick Galton Bd..	82.2%	58.7%	
Dudley Port	86.7%	58.7%	
Wolverhampton	71.1%	47.8%	
Wolverhampton Nort..	74.4%	45.7%	
Bushbury Jn	72.2%	43.5%	
Penkridge	73.3%	27.2%	
Stafford Trent Valley J..	88.9%	51.1%	
Stafford	87.8%	48.9%	
Searchlight Lane Jn	91.1%	41.5%	
Madeley (Staffs)	96.7%	39.1%	
Crewe Basford Hall Jn	90.0%	53.3%	
Crewe	72.2%	50.0%	

For the Crewe to Birmingham New Street service, Network Rail isn't supportive of the right at this stage as our capacity assessment has found that the increase from 1 service to 2 isn't required. However, using the existing 1G39 as a reference for performance metrics within this corridor, performance has seen an improvement since the June 2024 timetable change, although once the service does arrive on the Central route, there is a decrease in performance (as shown below).

June24 TT**Dec24 TT**

Geography Description	1G39 (06:17)	Geography Description	1G39 (06:17)
Crewe	69.3%	Crewe	81.9%
Crewe Basford Hall Jn	59.3%	Crewe Basford Hall Jn	80.9%
Madeley (Staffs)	61.3%	Madeley (Staffs)	80.9%
Norton Bridge	72.9%	Norton Bridge	88.3%
Stafford	67.2%	Stafford	81.9%
Stafford South Jn	82.9%	Stafford South Jn	88.0%
Stafford Trent Valley J..	75.9%	Stafford Trent Valley J..	76.6%
Penkridge	8.8%	Penkridge	1.1%
Bushbury Jn	55.5%	Bushbury Jn	63.8%
Wolverhampton Nort..	32.1%	Wolverhampton Nort..	43.6%
Wolverhampton	40.9%	Wolverhampton	50.0%
Dudley Port	37.5%	Dudley Port	53.3%
Smethwick Galton Bd..	47.8%	Smethwick Galton Bd..	75.0%
Galton Jn	71.3%	Galton Jn	84.8%
Soho South Jn	53.7%	Soho South Jn	77.7%
Birmingham New Str..	25.7%	Birmingham New Str..	30.9%

When assessing these rights within the corridor as an overall, the Performance team have noted that performance when assessing the link to services running into Liverpool Lime Street are varying, with the key concern being on the later services in the day as performance of the Liverpool Lime Street to Birmingham New Street services (in both directions) continually gets worse towards the end of the day (as shown in the graph below). These concerns with lateness on the Central Route also remains, as performance decreases once 1G39 leaves Wolverhampton. Furthermore, and as outlined above, Network Rail have concerns with power supply for the rights being sought within this corridor and a control measure has been applied to limit West Midlands Trains' operation. Further detail around the power supply concerns are listed further down the letter. Based on this evidence, Network Rail would be supportive of the two Birmingham New Street to Crewe rights on a contingent basis until May 2026 and with no presumption of continuity, whilst both parties continue to work on monitoring and improving performance through collaborative Industry agreed working groups.

Geography Description	1F42 (05:34)	1F44 (06:34)	1F45 (07:04)	1F46 (07:34)	1F47 (07:57)	1F48 (08:34)	1F49 (08:57)	1F50 (09:34)	1F52 (10:34)	1F54 (11:34)	1F56 (12:34)	1F58 (13:34)	1F60 (14:34)	1F62 (15:34)	1F63 (16:04)	1F64 (16:34)	1F65 (17:04)	1F66 (17:34)	1F67 (18:04)	1F68 (18:34)	1F70 (19:34)	1F72 (20:34)	1F74 (21:34)
Birmingham New Str..	71.5%	42.4%	56.7%	84.6%	47.4%	54.5%	66.4%	75.0%	39.9%	40.5%	45.7%	38.4%	34.3%	33.3%	53.8%	35.1%	65.6%	40.6%	70.2%	36.0%	48.1%	63.7%	30.8%
Proof House Jn					41.9%		54.1%																
Soho South Jn	78.1%	39.6%	78.4%	78.4%		53.1%		73.5%	33.3%	40.3%	45.7%	35.5%	32.1%	32.6%	50.8%	31.6%	57.8%	38.8%	64.3%	32.6%	47.4%	54.1%	21.1%
Aston					50.0%		65.6%																
Galton Jn	58.0%	48.0%	71.9%	73.3%		43.8%		64.7%	22.2%	30.1%	33.9%	28.3%	44.5%	22.2%	65.2%	41.8%	75.8%	48.0%	78.2%	38.2%	31.1%	34.1%	9.0%
Smethwick Galton Bd..	64.2%	54.7%		79.3%		48.5%		69.9%	28.3%	44.9%	42.8%	33.3%	48.0%	38.4%		45.0%		55.6%		39.7%	48.0%	46.7%	17.3%
Perry Barr North Jn					42.1%		52.0%		81.6%	63.5%	57.4%	54.3%	46.4%	40.1%	43.0%	60.6%	39.6%	70.3%	44.4%	71.0%	39.0%	58.5%	60.0%
Dudley Port	76.6%	49.6%	65.5%	83.7%		59.7%																	
Bescot Stadium					73.2%		68.1%																
Darlaston Jn					72.2%		71.2%																
Portobello Jn (West M..					73.2%		70.7%																
Wolverhampton	73.0%	66.8%	58.3%	76.3%		64.4%	56.7%	55.0%	70.6%	34.8%	46.3%	45.7%	48.3%	39.4%	34.8%	56.8%	36.6%	61.7%	40.6%	71.8%	31.6%	58.5%	57.0%
Wolverhampton Nort..	64.4%	38.1%	58.0%	61.0%	30.4%	58.0%	38.9%	70.6%	35.8%	46.3%	47.1%	50.0%	39.4%	48.5%	54.5%	32.8%	58.6%	42.1%	68.4%	30.9%	57.5%	55.6%	38.8%
Bushbury Jn	66.4%	31.7%	52.5%	72.8%	28.1%	56.7%	33.6%	66.9%	33.6%	40.4%	44.9%	42.8%	35.0%	47.0%	51.5%	28.4%	55.5%	36.1%	64.5%	27.2%	53.0%	51.1%	33.8%
Penkridge	67.2%	33.8%	55.4%	61.8%	30.4%	57.5%	38.9%	68.4%	18.2%	44.9%	28.3%	29.0%	22.6%	38.6%	35.4%	35.8%	44.5%	18.0%	65.3%	17.6%	55.2%	34.1%	24.8%
Stafford Dovey Junct..	57.7%	51.8%	65.1%	72.3%		57.4%		28.4%								17.9%		32.2%		26.4%	30.1%		34.9%
Stafford Trent Valley J..	67.8%	51.8%	65.5%	72.3%	37.0%	62.7%	43.5%	72.8%	35.8%	48.5%	48.3%	52.0%	45.3%	47.0%	59.8%	29.8%	66.1%	47.4%	75.8%	38.2%	55.2%	51.9%	27.8%
Stafford	67.8%	48.6%	58.3%	68.4%	37.8%	60.4%	43.5%	72.1%	31.4%	30.9%	44.7%	40.6%	42.3%	39.6%	56.8%	23.9%	66.1%	44.4%	70.2%	35.3%	53.7%	48.7%	43.4%
Norton Bridge			52.7%			42.4%			30.1%	38.1%		65.7%	41.1%	34.3%		21.0%		64.1%		34.0%	42.4%	41.5%	33.3%
Searchlight Lane Jn	64.0%	51.2%		68.6%	51.3%		46.5%	45.7%			42.0%				48.3%		65.7%		64.4%				
Madeley (Staffs)	63.5%	48.2%	46.8%	70.6%	48.1%	57.5%	50.4%	67.6%	27.0%	30.9%	42.8%	40.6%	35.8%	34.3%	50.0%	20.9%	57.8%	36.8%	69.4%	29.4%	35.1%	40.0%	33.1%
Crewe Basford Hall Jn	75.7%	58.0%	52.9%	76.3%	54.5%	57.3%	76.9%	71.1%	24.1%	38.2%	55.8%	44.4%	37.2%	39.8%	71.0%	20.3%	67.7%	42.4%	80.5%	34.1%	33.8%	29.8%	35.1%
Crewe	28.5%	27.3%	48.9%	30.9%	22.2%	25.4%	71.8%	35.3%	16.8%	25.0%	17.4%	34.1%	24.8%	20.1%	47.7%	11.9%	57.8%	33.1%	62.9%	16.2%	14.8%	15.4%	24.1%

Services within the Shrewsbury Corridor

Since the amendments to the timetable in June 2024 which saw an uplift in services running between Birmingham New Street to Shrewsbury, there has been a positive uplift in performance (as shown below), particularly at Birmingham New Street with one of the services running via the Grand Jn/Bescot lines. Network Rail's Central Route Performance team are

therefore supportive of these services on a firm basis whilst continuing to address improving On Time performance at Wolverhampton (as previously stated) for these services.

June 2024 TT

Flow	WTT Points	On Time %	Time to 3 %
1G - Shrewsbury to Birmingham New Street	1,307	44.1 %	73.1 %
1J - Birmingham New Street to Shrewsbury	1,409	66.3 %	83.6 %
2G - Shrewsbury to Birmingham New Street	1,762	65.8 %	84.7 %
2J - Birmingham New Street to Shrewsbury	1,755	66.0 %	85.0 %

December 2024 TT

Flow	WTT Points	On Time %	Time to 3 %
1G - Shrewsbury to Birmingham New Street	1,568	38.1 %	66.4 %
1J - Birmingham New Street to Shrewsbury	1,409	53.4 %	74.1 %
2G - Shrewsbury to Birmingham New Street	2,396	53.6 %	75.0 %
2J - Birmingham New Street to Shrewsbury	2,441	47.2 %	71.2 %

Existing Services within the 28th Supplemental Agreement

Contained within the 28th Supplemental Agreement are 7 services which are rights which are aligned to services which have been in the Working Timetable prior to December 2023. These services were uncovered as running without any level of access rights during an assurance exercise prior to the December 2023 timetable coming into effect and were covered by the 21st General Approval and an extension of these rights were awarded up to December 2024 within the 24th Supplemental Agreement, and extended under the 34th and 42nd SA with a current expiry of December 2025..

Performance data was initially provided by Network Rail's Central Route for the 24th Supplemental Agreement and was split by the routings sought in the access rights. Below is the data which shows On Time, Time to 3 (T3) and Time to 15 (T15), and is representative of the December 2023 timetable.

TSC	TSC Description	Stops	On Time Passes	Time to 3 Passes	OT %	T-3 %
12256320	Birmingham New Street - Wolverhampton - Stafford	68672	27989	47313	40.8%	68.9%
12259320	Birmingham New Street/Coventry - Rugby - Northampton	115740	65108	89839	56.3%	77.6%
12263310	Birmingham - Walsall - Hednesford	75594	44703	65286	59.1%	86.4%
12263810	Birmingham - Hednesford - Rugeley Town	22	0	0	0.0%	0.0%
12271310	Walsall - Wolverhampton	24	8	14	33.3%	58.3%
12272320	Lichfield - Redditch (Blake St - Longbridge)	308429	176185	246536	57.1%	79.9%
12272820	Longbridge - Redditch/Bromsgrove	53013	35802	44059	67.5%	83.1%
22255000	Coventry - Leamington Shuttle	8975	6243	7764	69.6%	86.5%
22259000	Birmingham New St - Rugby - Northampton	30823	18182	23505	59.0%	76.3%
22263110	Birmingham - Rugeley	89025	64091	77390	72.0%	86.9%
22266000	Birmingham New St - Wolverhampton - Wellington/Shrewsbury	61295	29365	40719	47.9%	66.4%
22272000	Lichfield - Redditch (Blake St - Lichfield)	27381	21190	24389	77.4%	89.1%
22300000	Birmingham New St-Crewe-Liverpool Lime Street	64387	28038	42983	43.5%	66.8%
22327000	Crewe - Birmingham	49049	29600	39966	60.3%	81.5%
22328000	Coventry - Nuneaton	16523	12764	14879	77.2%	90.1%
22329000	Hereford - Great Malvern - Worcester - Birmingham New Street (via Bromsgrove)	44221	23158	32478	52.4%	73.4%
22330000	Rugby/Coventry-Nuneaton-Stafford-Crewe/Stoke On Trent	33179	10883	18860	32.8%	56.8%

Network Rail's Central Route performance team have since refreshed the above data, and have provided an overview of overall performance for the whole service groups in question,

The below shows performance data for service groups EJ02, EJ03 and EJ04, split between the December 2024 and May 2025 timetables.

EJ02 Performance December 2024

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
1U - London Euston to Crewe	35.3%	57.5%	70.6%	26,978
2G - Nuneaton to Leamington Spa	83.8%	94.4%	96.8%	25,389
2G - Leamington Spa to Nuneaton	75.2%	88.6%	94.3%	25,372
1U - Crewe to London Euston	40.8%	67.1%	81.9%	24,837
2U - Northampton to Crewe	59.2%	82.8%	91.9%	4,507
1N - Crewe to Rugby	41.5%	70.7%	82.3%	1,547
1N - Crewe to Northampton	18.1%	42.2%	57.3%	1,516
1U - London Euston to Stafford	56.0%	75.9%	80.8%	548
1U - Stafford to London Euston	48.3%	70.1%	82.5%	441
2U - Northampton to Stafford	29.7%	47.3%	66.2%	74
1N - Stafford to Northampton	75.8%	100.0%	100.0%	33
1U - Crewe to Rugby	0.0%	12.9%	38.7%	31
2G - Coventry to Nuneaton	70.4%	88.9%	100.0%	27
1U - Rugby to Crewe	88.9%	100.0%	100.0%	18
1U - Rugby to London Euston	12.5%	12.5%	12.5%	16
1K - Milton Keynes Central to London Euston	91.7%	100.0%	100.0%	12
1U - Milton Keynes Central to London Euston	100.0%	100.0%	100.0%	12
1N - Stafford to Rugby	90.9%	100.0%	100.0%	11
1U - Stafford to Rugby	100.0%	100.0%	100.0%	11
2G - Leamington Spa to Coventry	16.7%	16.7%	16.7%	6
2U - Northampton to Rugby	20.0%	20.0%	80.0%	5

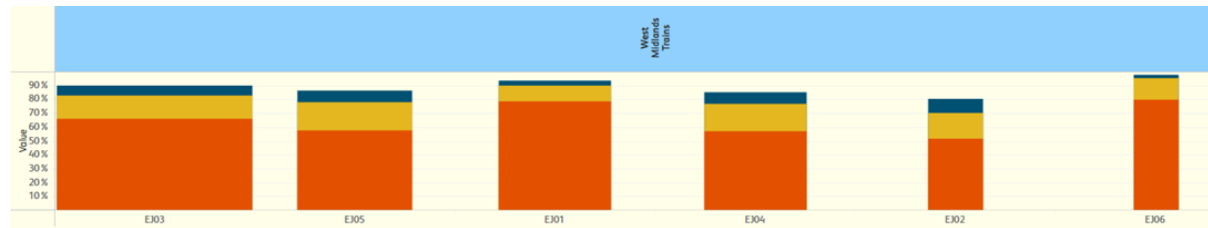
EJ03 Performance December 2024

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
20 - Lichfield Trent Valley Hill to Bromsgrove	68.5%	88.2%	94.2%	76,954
29 - Bromsgrove to Lichfield Trent Valley Hill	64.4%	82.9%	90.7%	74,697
28 - Four Oaks to Redditch	63.1%	80.9%	89.2%	74,637
21 - Rugeley Trent Valley to Birmingham International	88.8%	95.3%	97.6%	73,652
2U - Redditch to Four Oaks	67.5%	85.8%	92.5%	70,330
2H - Birmingham International to Rugeley Trent Valley	78.3%	90.1%	95.3%	69,805
2W - Walsall to Wolverhampton	80.5%	91.4%	95.7%	65,870
2A - Wolverhampton to Walsall	64.8%	83.8%	92.6%	64,059
1Y - Birmingham New Street to London Euston	60.2%	82.9%	91.1%	47,387
1Y - London Euston to Birmingham New Street	67.7%	82.2%	88.8%	46,102
1M - Hereford to Birmingham New Street	66.3%	82.0%	88.9%	30,429
1V - Birmingham New Street to Hereford	62.1%	81.4%	89.8%	30,329
2V - Northampton to Birmingham New Street	59.9%	83.0%	92.3%	6,564
1M - Great Malvern to Birmingham New Street	79.0%	91.8%	96.5%	6,026
2H - Wolverhampton to Rugeley Trent Valley	68.8%	83.4%	90.3%	5,673
2H - Birmingham New Street to Rugeley Trent Valley	79.8%	90.3%	93.4%	5,163
1V - Birmingham New Street to Worcester Shrub Hill	57.7%	77.3%	87.8%	5,090
2W - Wolverhampton to Birmingham New Street	68.8%	83.5%	90.8%	4,595
2A - Rugeley Trent Valley to Birmingham New Street	88.7%	94.5%	96.3%	4,169
2W - Birmingham New Street to Wolverhampton	77.0%	89.6%	95.3%	4,045
29 - Birmingham New Street to Lichfield Trent Valley Hill	57.5%	79.5%	89.8%	2,940
1M - Worcester Shrub Hill to Birmingham New Street	65.7%	85.9%	93.5%	2,549
2A - Walsall to Birmingham New Street	83.0%	92.6%	96.6%	2,425
2L - Bromsgrove to Lichfield City	72.7%	90.4%	96.4%	2,304
29 - Longbridge to Lichfield Trent Valley Hill	48.8%	84.2%	92.0%	2,250
2N - Lichfield Trent Valley Hill to Longbridge	78.2%	94.3%	97.8%	2,093
1M - Worcester Foregate Street to Birmingham New Street	62.1%	85.1%	92.6%	2,086
2U - Birmingham New Street to Four Oaks	64.6%	82.3%	87.3%	1,998
28 - Worcester Shrub Hill to Hereford	85.7%	95.4%	98.1%	1,973
20 - Birmingham New Street to Bromsgrove	49.5%	64.1%	74.7%	1,962
2U - Bromsgrove to Four Oaks	82.1%	92.2%	95.5%	1,908
1V - Birmingham New Street to Great Malvern	67.3%	83.0%	92.2%	1,634
1W - Birmingham New Street to London Euston	73.3%	89.5%	96.8%	1,634
1Y - Birmingham New Street to Milton Keynes Central	31.8%	59.3%	78.3%	1,621
2V - London Euston to Birmingham New Street	54.8%	79.3%	88.8%	1,600
1Y - Milton Keynes Central to Birmingham New Street	72.4%	88.7%	92.9%	1,340
28 - Birmingham New Street to Redditch	75.4%	87.3%	92.9%	1,216
2C - Coventry to Birmingham New Street	86.5%	92.7%	94.4%	1,030
2G - Bromsgrove to Birmingham New Street	79.3%	92.1%	95.3%	1,010
1B - Hereford to Worcester Shrub Hill	86.8%	93.0%	93.9%	988
1W - Coventry to London Euston	91.7%	96.5%	97.9%	714
1W - Rugby to London Euston	66.8%	83.3%	88.7%	515
2G - Shrewsbury to Birmingham New Street	61.9%	75.3%	84.4%	494
2I - Rugeley Trent Valley to Birmingham New Street	93.1%	97.7%	100.0%	175
2H - Birmingham New Street to Walsall	73.2%	96.4%	99.4%	168
2W - Walsall to Birmingham New Street	95.0%	100.0%	100.0%	120
1Y - Birmingham New Street to Northampton	71.9%	100.0%	100.0%	96
2T - Wlton to Birmingham New Street	9.4%	30.6%	57.6%	85
2T - Birmingham New Street to Wlton	18.8%	54.7%	65.6%	64
20 - Lichfield Trent Valley Hill to Birmingham New Street	32.1%	73.2%	73.2%	56
1V - Birmingham Snow Hill to Hereford	20.4%	37.0%	53.7%	54
2U - Redditch to Birmingham New Street	87.5%	100.0%	100.0%	48
29 - Bromsgrove to Four Oaks	61.3%	77.8%	77.8%	36
1Y - Northampton to Birmingham New Street	68.8%	100.0%	100.0%	32
2Y - Milton Keynes Central to Birmingham New Street	6.3%	53.1%	68.8%	32
29 - Bromsgrove to Birmingham New Street	100.0%	100.0%	100.0%	30
1M - Great Malvern to Birmingham Snow Hill	88.0%	96.0%	96.0%	25
2H - Birmingham International to Birmingham New Street	60.9%	60.9%	82.6%	23
1M - Hereford to Birmingham Snow Hill	23.8%	28.6%	28.6%	21
1M - Hereford to Worcester Foregate Street	90.0%	100.0%	100.0%	20
2A - Wolverhampton to Birmingham New Street	100.0%	100.0%	100.0%	20
28 - Four Oaks to Birmingham New Street	50.0%	50.0%	50.0%	20
2G - Rugeley Trent Valley to Birmingham New Street	100.0%	100.0%	100.0%	19
1Y - Birmingham New Street to Blitchley	87.5%	100.0%	100.0%	16
1Y - Northampton to Birmingham International	100.0%	100.0%	100.0%	12
1V - Worcester Foregate Street to Hereford	80.0%	100.0%	100.0%	10
1Y - Birmingham New Street to Coventry	100.0%	100.0%	100.0%	10
2U - Bromsgrove to Birmingham New Street	0.0%	0.0%	0.0%	10
2N - Birmingham New Street to Longbridge	100.0%	100.0%	100.0%	8
2C - Birmingham International to Coventry	100.0%	100.0%	100.0%	6
1M - Great Malvern to Worcester Foregate Street	100.0%	100.0%	100.0%	5
1M - Worcester Foregate Street to Birmingham Snow Hill	0.0%	0.0%	0.0%	4

EJ04 Performance December 2024

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
1F - Birmingham New Street to Crewe	54.3%	74.1%	86.0%	464
1F - Birmingham New Street to Liverpool Lime Street	51.0%	72.9%	83.4%	81,429
1F - Birmingham New Street to Stafford	56.1%	76.8%	87.1%	371
1F - Birmingham New Street to Wolverhampton	83.3%	100.0%	100.0%	6
1F - Crewe to Liverpool Lime Street	78.3%	90.4%	95.5%	4,489
1G - Crewe to Birmingham New Street	64.9%	86.9%	93.6%	2,022
1G - Liverpool Lime Street to Birmingham New Street	61.1%	81.6%	89.1%	83,141
1G - Liverpool Lime Street to Crewe	75.2%	92.2%	95.5%	528
1G - Shrewsbury to Birmingham New Street	73.6%	89.5%	94.7%	20,735
1G - Stafford to Birmingham New Street	34.8%	52.2%	52.2%	23
1G - Wolverhampton to Birmingham New Street	0.0%	0.0%	0.0%	6
1J - Birmingham New Street to Shrewsbury	71.1%	85.8%	92.3%	22,260
1K - Birmingham New Street to Crewe	64.1%	79.6%	88.0%	2,850
1K - Birmingham New Street to Stafford	0.0%	9.1%	36.4%	11
1K - Liverpool Lime Street to Crewe	81.0%	93.3%	96.2%	1,398
1K - Stafford to Birmingham New Street	65.4%	83.6%	90.3%	341
1T - Crewe to Liverpool Lime Street	72.9%	93.3%	96.6%	476
2G - Shrewsbury to Birmingham New Street	81.5%	90.9%	94.3%	40,262
2G - Shrewsbury to Wolverhampton	100.0%	100.0%	100.0%	27
2J - Birmingham New Street to Shrewsbury	71.5%	86.4%	92.5%	41,300
2K - Crewe to Stafford	46.7%	76.9%	89.8%	20,450
2K - Liverpool Lime Street to Crewe	58.5%	73.5%	79.2%	2,835
2K - Stafford to Crewe	53.3%	80.9%	91.6%	21,629

EJ02 May 2025 Performance



EJ03 May 2025 Performance

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
1G - Shrewsbury to Birmingham New Street	46.2%	66.2%	77.2%	145
1M - Great Malvern to Birmingham New Street	82.5%	93.1%	97.2%	1,700
1M - Great Malvern to Birmingham Snow Hill	66.7%	66.7%	80.0%	15
1M - Hereford to Birmingham New Street	58.1%	76.9%	86.2%	9,049
1M - Hereford to Birmingham Snow Hill	23.1%	23.1%	92.3%	13
1M - Hereford to Worcester Shrub Hill	86.9%	92.8%	95.9%	291
1M - Worcester Foregate Street to Birmingham New Street	60.4%	83.5%	93.4%	333
1M - Worcester Foregate Street to Birmingham Snow Hill	0.0%	0.0%	0.0%	4
1M - Worcester Shrub Hill to Birmingham New Street	60.7%	77.2%	85.6%	654
1M - Worcester Shrub Hill to Birmingham Snow Hill	75.0%	75.0%	75.0%	4
1V - Birmingham New Street to Great Malvern	86.2%	92.8%	93.4%	391
1V - Birmingham New Street to Hereford	59.2%	79.5%	88.5%	8,875
1V - Birmingham New Street to Worcester Foregate Street	67.2%	81.8%	88.6%	725
1V - Birmingham Snow Hill to Worcester Shrub Hill	48.0%	71.5%	80.6%	1,375
1V - Birmingham Snow Hill to Great Malvern	0.0%	0.0%	0.0%	4
1V - Birmingham Snow Hill to Hereford	0.0%	0.0%	11.8%	17
1V - Birmingham Snow Hill to Worcester Shrub Hill	0.0%	0.0%	0.0%	4
1V - Worcester Shrub Hill to Hereford	85.4%	96.7%	98.0%	609
1W - Birmingham New Street to London Euston	74.8%	86.2%	88.8%	448
1W - Birmingham New Street to Northampton	93.8%	93.8%	100.0%	16
1W - Coventry to London Euston	91.3%	94.9%	95.9%	196
1W - Coventry to Northampton	71.4%	100.0%	100.0%	7
1W - Rugby to London Euston	78.5%	94.1%	95.6%	135
1V - Birmingham New Street to London Euston	51.3%	76.1%	85.9%	12,753
1V - Birmingham New Street to Milton Keynes Central	28.5%	48.4%	76.0%	438
1V - Birmingham New Street to Northampton	37.4%	64.9%	76.6%	444
1V - London Euston to Birmingham New Street	60.8%	76.4%	83.4%	17,496
1V - Milton Keynes Central to Birmingham New Street	38.3%	55.9%	73.9%	433
1V - Northampton to Birmingham New Street	40.6%	55.1%	60.3%	461
2A - Birmingham New Street to Walsall	71.0%	81.0%	90.2%	348
2A - Hednesford to Birmingham New Street	93.1%	97.2%	98.6%	72
2A - Rugby Trent Valley to Birmingham New Street	90.8%	95.3%	97.3%	487
2A - Walsall to Birmingham New Street	74.9%	90.9%	93.3%	682
2A - Wolverhampton to Walsall	59.6%	79.9%	89.9%	19,053
2C - Birmingham New Street to Coventry	65.2%	79.0%	86.0%	1,086
2C - Coventry to Birmingham New Street	92.4%	96.6%	97.9%	290
2G - Bromsgrove to Birmingham New Street	55.4%	71.8%	83.9%	280
2G - Four Oaks to Birmingham New Street	0.0%	50.0%	62.5%	8
2G - Lichfield Trent Valley H to Birmingham New Street	79.9%	93.9%	96.6%	819
2G - Redditch to Birmingham New Street	67.5%	84.5%	90.6%	990
2H - Birmingham International to Hednesford	61.8%	77.6%	86.4%	2,638
2H - Birmingham International to Rugby Trent Valley	72.8%	85.5%	91.7%	17,475
2H - Birmingham New Street to Hednesford	66.1%	87.8%	87.8%	115
2H - Birmingham New Street to Rugby Trent Valley	78.3%	86.4%	91.1%	808
2H - Hednesford to Birmingham New Street	96.5%	100.0%	100.0%	115
2H - Rugby Trent Valley to Birmingham New Street	93.4%	95.9%	96.6%	823
2H - Wolverhampton to Hednesford	60.8%	84.7%	92.8%	209
2H - Wolverhampton to Rugby Trent Valley	65.3%	85.4%	93.1%	1,389
2I - Birmingham International to Birmingham New Street	68.3%	80.9%	88.8%	660
2I - Birmingham New Street to Birmingham International	79.8%	92.8%	96.9%	891
2I - Hednesford to Birmingham International	86.4%	95.3%	97.5%	2,517
2I - Rugby Trent Valley to Birmingham International	85.1%	92.9%	96.3%	17,639
2L - Bromsgrove to Lichfield City	63.0%	76.5%	82.9%	654
2N - Lichfield Trent Valley H to Longbridge	61.2%	78.2%	90.6%	595
2O - Birmingham New Street to Bromsgrove	59.7%	75.0%	82.8%	575
2O - Lichfield Trent Valley H to Bromsgrove	66.8%	86.3%	93.1%	21,612
2P - Birmingham New Street to Lichfield Trent Valley H	88.8%	96.8%	99.3%	841
2P - Bromsgrove to Lichfield Trent Valley H	60.4%	79.3%	88.5%	20,904
2P - Longbridge to Lichfield Trent Valley H	58.8%	81.0%	92.0%	638
2R - Birmingham New Street to Redditch	85.6%	96.0%	98.6%	348
2R - Four Oaks to Redditch	61.0%	78.3%	87.4%	20,843
2T - Wotton to Birmingham New Street	0.0%	8.3%	16.7%	24
2U - Birmingham New Street to Four Oaks	80.0%	91.9%	94.7%	570
2U - Bromsgrove to Four Oaks	63.3%	75.9%	86.3%	532
2U - Redditch to Four Oaks	64.0%	83.7%	91.2%	1,559
2W - Birmingham New Street to Wolverhampton	60.1%	91.3%	95.5%	870
2W - Hednesford to Wolverhampton	62.5%	82.1%	78.0%	214
2W - Rugby Trent Valley to Wolverhampton	82.8%	91.0%	95.9%	1,456
2W - Walsall to Birmingham New Street	87.5%	91.7%	100.0%	26
2W - Walsall to Wolverhampton	76.5%	89.1%	94.0%	18,534
2W - Wolverhampton to Birmingham New Street	75.3%	88.8%	91.9%	850
2Y - Birmingham New Street to London Euston	26.0%	51.3%	66.2%	936
2Y - Birmingham New Street to Northampton	40.6%	60.7%	72.2%	936
2Y - London Euston to Birmingham New Street	63.7%	82.0%	87.8%	427
2Y - Northampton to Birmingham New Street	52.2%	79.0%	89.5%	1,812

EJ04 May 2025 Performance

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
1F - Birmingham New Street to Liverpool Lime Street	44.1%	66.3%	77.1%	23,791
1F - Crewe to Liverpool Lime Street	82.7%	93.8%	97.7%	1,319
1G - Crewe to Birmingham New Street	62.4%	88.6%	94.8%	420
1G - Liverpool Lime Street to Birmingham New Street	56.4%	76.0%	84.1%	23,740
1G - Shrewsbury to Birmingham New Street	69.3%	85.9%	92.2%	6,564
1J - Birmingham New Street to Shrewsbury	63.6%	80.6%	89.4%	6,152
1K - Birmingham New Street to Crewe	47.0%	64.3%	79.0%	800
1K - Liverpool Lime Street to Crewe	74.6%	91.9%	94.7%	397
2G - Shrewsbury to Birmingham New Street	76.6%	88.0%	92.3%	10,852
2J - Birmingham New Street to Shrewsbury	63.5%	80.0%	88.8%	11,561
2K - Crewe to Stafford	42.0%	73.5%	87.3%	5,791
2K - Liverpool Lime Street to Crewe	59.2%	77.2%	82.2%	841
2K - Stafford to Crewe	45.4%	75.8%	87.2%	6,143

Below provides a breakdown of the specific metrics related to the relevant rights within this application and Network Rail's position.

Nuneaton to Coventry

For the Nuneaton to Coventry service, performance is generally good and there are no current concerns with the level of performance of the service. Whilst On-Time has seen a slight drop in May 2025 when compared to December 2024, T3 and T15 are both still performing strongly and Network Rail are supportive of the right on a firm basis.

Crewe to Rugby

For the Crewe to Rugby services, whilst there has been an overall improvement in both On Time and Time to 3 (T3), the performance numbers are still lagging as to where Network Rail's performance team would like them to be. Network Rail are supportive of these rights on a contingent basis until May 2026 with no presumption of continuity applied at this stage, whilst both parties continue to work on monitoring and improving performance through collaborative Industry agreed working groups.

Birmingham International to Birmingham New Street

For the Birmingham International to Birmingham New Street service, performance is generally good and there are no current concerns with the level of performance with this service. Whilst performance did see a decrease in On Time, Time to 3 (T3) and Time to 15 (T15) both saw an increase in the May 2025 timetable, performance is operating at a good level at this stage, and Network Rail are supportive of the rights on a firm basis.

Northampton to Birmingham New Street

For the Northampton to Birmingham New Street service, performance in the May 25 timetable has decreased when compared to the December 2024 timetable. There is a concern that Time to 3 (T3) and Time to 15 (T15) has dropped significantly. Network Rail would be content to support the right on a contingent basis until May 2026 with no presumption of continuity applied, whilst both parties continue to work on monitoring and improving performance through collaborative Industry agreed working groups.

Wolverhampton to Birmingham New Street

For the Wolverhampton to Birmingham New Street service, performance is generally good and there are no current concerns with the levels of performance within this line of route. Performance in all categories saw an increase in the May 2025 timetable when compared to the December 2024 timetable, and Network Rail are supportive of the right on a firm basis.

Birmingham New Street to Crewe

For the Birmingham New Street to Crewe service, performance in the May 2025 timetable has decreased when compared to the December 2024 timetable. On Time in both timetables is lower than the national average, and whilst Time to 3 (T3) and Time to 15 (T5) are better overall, Network Rail are supportive of the Birmingham New Street-Crewe right on a contingent basis until May 2026 with no presumption of continuity applied, whilst both parties continue to work on monitoring and improving performance through collaborative Industry agreed working groups.

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 BHM. 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 timetables³ and are therefore likely to be most impacted by delay incidents. 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 Jun 24, BHM 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.

Overall performance at Birmingham New Street remains challenging, with performance deteriorating during the morning peak, and picking back up after this time, and then seeing a decrease in the evening peak once again before recovering late in the evening.

Therefore there are some rights Network Rail are only able to support on a contingent basis at this stage until May 2026 with no presumption of continuity applied. Network Rail expects ORR to take this position into account and reflect this in its directions by including the expression of no presumption of continuity.

Power supply modelling relating to Crewe aspirations

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.

Network Rail has worked with operators to assure the baseline used in the power supply modelling of NW&C Region accurately represents services as running in normal daily operations. The modelling has been undertaken by Navitas Engineering. This modelling has been completed utilising Vision/Oslo Simulator and assessed in line with BS EN 50163, BS EN 50388, and NR/L2/ELP/27275. Modelling has also taken into account existing commercial and contractual arrangements with National Grid (Transmission Network Operator (TNO)) and

the Distribution Network Operator (DNO), within the context that Network Rail is obligated to not exceed contractual limits between Network Rail and the DNO or TNO.

In addition to this, modelling has been completed in line with the following industry standards and guidelines:

Transmission Energy Networks Association Engineering Recommendation P24 (the acceptable level of imbalance (Negative Phase Sequence (NPS)) that NR can export onto the power system) as set out by the TNO.)

Standard BS EN 50388 Annex A for Thermal Loading of assets

Standard BS EN 50163 Voltage levels

As ORR will be aware, Network Rail is currently seeing an increase in the introduction of bi-mode or tri-mode trains to be run in electric, replacing older diesel rolling stock. Previously these have rarely given rise to concern as both passenger and freight operating companies have deployed few electric or bi-mode trains. However, this position is now changing and Network Rail as a responsible infrastructure manager is looking at the effective management of this. Due to the nature of power capacity Network Rail may need to impose further operational controls and restrictions on the use of electric or bi-mode trains (which follow existing procedures) and/or may need to object to the introduction of further electric/bi-mode trains where there is not the requisite power capacity.

Network Rail is conscious of its legal and regulatory obligations for power capacity to be allocated in a fair, open and transparent manner and in the least restrictive way possible, and are always mindful of our duty of non-discrimination and equal treatment.

In its power modelling, Network Rail (NR) has attempted to maximise the capability of the network by assessing a realistic timetable which takes into account aspirations as well as a timetable running under normal operations today and in the expected future timetable (December 2025).

We have modelled a quantum of operations and traction reflective of the actual operational position.

This means that the timetable modelled does not reflect the worst-case scenario should operators choose to exercise their full existing rights to operate at full lengths or in electric (instead of diesel).

By coupling these modelling results with industry-agreed operational controls and mitigations (including restrictions to operating lengths and arrangements with operators to “notch back” through the areas of concern), three particular areas of concern remain:

- Washwood Heath (evening peak)
- Crewe and Weaver (peaks throughout the day)
- Willenhall

In these areas, further consideration is being given to introduction of additional controls as part of operating the current level of services, including potential rejection of some services with rights under electric traction.

Power Supply Conclusions

Network Rail has undertaken a comprehensive power supply modelling exercise to assess the impact of accommodating all outstanding access proposals for additional electric services against the rights already held by operators (both passenger and freight), on the network's traction power supply capability. The outputs from this analysis have led Network Rail to reach the following conclusion with regards applications for rights (and future returning rights) to the Crewe Area related to this application:

- The 3 rights West Midlands Trains are seeking to run services between Birmingham New Street – Crewe currently contain a footnote within their Schedule 5 Table 2.2 which restricts them to running no more than 4 carriage/coach trains only. Network Rail wishes to continue to apply this control measure for the foreseeable future, whilst further work is undertaken to ascertain whether West Midlands Trains can run longer services. For 2 of the services sought, alongside the power supply issues there are also performance concerns that Network Rail wishes to resolve before we can be supportive of awarding the rights on a firm basis.

Given the complexities of the power supply modelling undertaken by Network Rail, the opportunity to discuss the details with ORR directly (focussing on the key constraints and times) would be welcomed.

Any other risks or cross-route concerns

Network Rail provided general representations to ORR concerning the West Coast Mainline on 07 February 2025 and 25 April 2025, outlining our position on being unable to award any new rights which seek capacity to run along the fast lines between London Euston to Nuneaton. The rights sought on the West Coast Mainline within this application are not routed along the fast lines. Many of the rights sought in this application that have been labelled as running on the south of the West Coast run adjacent to the main route of the West Coast Main Line. The Rights sought for an additional service between Nuneaton and Coventry depart Nuneaton from platform 1 before turning off to use the line to Coventry. The additional Rights sought between Northampton and Rugby use the Grade separation at Hillmorton Junction to cross the West Coast to run into platform 1 at Rugby before turning off towards Birmingham at Rugby Trent Valley Junction. The Crewe to Rugby service uses the Slow Lines of the Trent Valley between Colwich and Rugby.

The rights in this application are also intended for Birmingham, Liverpool. Crewe and Shrewsbury where there are other live access applications. ORR may wish to wait for the relevant representation letters pertinent to these applications prior to opining on the WMT 28th.

Conclusion

In this representation letter we have confirmed that we do support in part the access rights sought in this application

As highlighted in the letter, some of the rights contained within this application include services where there are unresolved performance, capacity and power supply issues, and therefore Network Rail are not in a position to currently support these rights on a firm basis.

The rights which Network Rail can support on a firm basis at this stage are:

- 4 Weekday rights from Birmingham New Street to Shrewsbury
- 1 Weekday right from Shrewsbury to Birmingham New Street
- 1 Sunday right from Birmingham International to Birmingham New Street
- 1 Saturday right from Wolverhampton – Birmingham New Street
- 1 Sunday right from Nuneaton to Coventry

The rights which Network Rail are only supportive of on a contingent basis until May 2026 with no presumption of continuity applied at this stage are:

- 2 Weekday rights between Birmingham New Street to Crewe
- 1 Weekday right between Wolverhampton to Birmingham New Street
- 2 Sunday rights between Crewe to Rugby
- 1 Sunday right between Northampton – Birmingham New Street
- 1 Saturday right between Crewe to Birmingham New Street

The right which Network Rail currently isn't supportive of at this stage is:

- 1 Weekday right between Crewe to Birmingham New Street

Network Rail believes it has clearly outlined its reasons for our position on the level of support we can provide to the rights sought within the application at this stage. We have outlined the rights we can support on a firm basis, the rights we can support on a contingent basis and outlined our reason for not supporting one of the rights in question. Annex B further summarises the rights sought within the application.

Network Rail would like to highlight to ORR that the rights requested in the WMT 28th SA and those requested in the WMT 32nd SA are to be reviewed alongside each other to understand the overall quantum of rights that WMT are requesting for the December 2025 timetable.

Amendments are being made to service group EJ03 in both the 28th and 32nd application. Consideration will need to be given to the drafting of each Supplemental Agreement and the order in which they are progressed in order to avoid unintended outcomes e.g. undoing any amendments already approved, or alternatively include amendments still subject to a decision in the other/another application.

Network Rail wishes to work with ORR and WMT to achieve the proper intent of each application

We do not expect ORR to make a direction in support a number of these rights on a long term basis for the reasons outlined within the letter, but should ORR wish to do so we would like to be clear that further discussions will be needed

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,

Network Rail Infrastructure Ltd

ANNEXES

Annex A – Interacting Locations Matrix

Operator/Application/Type	Status of Application	WCMt south	Birmingham	BHM Derby	Derby-Sherfield	Sherfield	ECM&Leeds	Oxford	Gloucester	Cardiff
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	x
FLHH 25th SA 22A	Live	x	x	x	x	x	x	x	x	
FLHH 27th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLHH 28th SA 22A	Live	x	x	x	x	x	x	x	x	x
FLIM 21st SA 22A	Live		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	x		
FLIM 25th SA 22A	Live	x	x	x		x	x	x		x
GBRF 25th SA 22a	Live	x	x	x	x	x	x	x		
GBRF 34th SA 22a	Live	x	x	x	x	x	x	x	x	x
TRW 28th SA 22a	Live		x	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						

Operator	Lead Route / Function	APPLICATION INFORMATION						Access Rights Characteristics			No of Rights applied for						Network Rail's Position on the access rights sought
		Start Date for Rights Sought	Railways Act Section Rights Applied Under	Supplemental Agreement No.:	Was this application submitted before the 20th May 2024 in line with ORR's letter dated 24 April? Y/N	Status of Access Rights I.e. Supported (as requested or agreed by Operator e.g. Firm until expiry or Interim Approach) or Unsupported	Has 22A / S17, Changed from what was originally submitted on 20th May?	Service Group	From:	To:	Weekday		Sat		Sun		Support Firm/Support Contingent/Do Not Support
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ03	Wolverhampton	Birmingham New Street	1						Support on a contingent basis dated until May 2026 with no presumption of continuity
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ04	Birmingham New Street	Crewe	2						Support on a contingent basis dated until May 2026 with no presumption of continuity
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	No	EJ04	Crewe	Birmingham New Street	1						Do not support
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ04	Birmingham New Street	Shrewsbury	4						Support on a firm basis
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ04	Shrewsbury	Birmingham New Street	1						Support on a firm basis
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ02	Nuneaton	Coventry						1	Support on a firm basis
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ02	Crewe	Rugby						2	Support on a contingent basis dated until May 2026 with no presumption of continuity
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ03	Wolverhampton	Birmingham New Street				1			Support on a firm basis
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ04	Birmingham New Street	Crewe				1			Support on a contingent basis dated until May 2026 with no presumption of continuity
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ03	Birmingham International	Birmingham New Street						1	Support on a firm basis
West Midlands Trains	NW&C	PCD 2024	S22A	28th	YES	Unsupported	NO	EJ04	Northampton	Birmingham New Street						1	Support on a contingent basis dated until May 2026 with no presumption of continuity