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06 August 2025

**Network Rail Representations for the 32<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 May 2019.**

### **Purpose**

This letter provides final representations from Network Rail Infrastructure Limited for the 32<sup>nd</sup> Supplemental Agreement submitted under Section 22A of the Railways Act 1993 for the Track Access Application between Network Rail (NR) and West Midlands Trains Limited (WMT) dated 19 May 2019.

This representation builds upon the representations submitted by NR for this application on the 28 June 2024 and the two representations relating to West Coast Main Line (WCML) South dated 07 February 2025 and 25 April 2025.

The purpose of this final representation is to provide Office of Rail and Road (ORR) with NR's final position on this application (and the specific access rights within it) and will do so by providing facts, data and evidence to support our position. NR 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', WMT submitted this application to ORR on 20 May 2024 as a S22A application in line with ORR's deadline.

As requested by ORR, NR submitted a High-Level Plan in June 2024, and a further detailed plan was published on NR website in August 2024 and updated in January 2025. NR made its initial representations on this application on 28 June 2024 where an initial view of the application Form P and Supplemental Agreement (SA) was provided. On 22 July 2024 WMT responded to NR's initial representations.

In its initial representation on 28 June 2024, NR 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, NR will be undertaking due diligence and necessary assurance to assess any safety risks associated with the proposal.' NR can confirm that, during the consultation for the supported application for these rights (42<sup>nd</sup> SA), no safety risks were highlighted by NR'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:

- Section 6.1 of the Form P outlining competing passenger services lists WMT's 30<sup>th</sup> SA as a potential competing aspiration for capacity at Birmingham New Street. The 30<sup>th</sup> SA has since been formally withdrawn by WMT, and the aspiration for these services no longer need to be considered alongside the 32<sup>nd</sup> SA.
- 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 32<sup>nd</sup> SA.
- 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 WMT services aligned to this application. NR will provide its final representations in relation to CrossCountry's 38<sup>th</sup> SA at a later date. ORR may wish to wait for final representations on related applications and the information provided therein prior to making any decision.
- Section 6.1 of the Form P outlining competing passenger services lists Wrexham Shropshire & Midlands Railway (WSMR) as a potential competing aspiration for capacity at Birmingham New Street. The conflicts are not relevant at this stage as ORR has formally rejected WSMR's open access application on 3 July 2025. In addition, the

paths applied for by WSMR did not run via Birmingham New Street as they took a different route through the West Midlands area.

- Section 6.1 of the Form P outlining competing passenger services lists First Rail Stirling (formerly Grand Union Trains Stirling) as a potential aspiration for competing capacity on the WCML. NR can confirm that there are no unresolvable conflicts between the First Rail Stirling services and paths that West Midland Services aligned to this application and both services have been accommodated in the December 2025 timetable.

### **West Coast Mainline (WCML) General Representation Letters.**

Network Rail (NR) can confirm that this application is seeking the proposed access rights at the interacting location WCML: Euston to Nuneaton and therefore the General Representation letters to ORR regarding WCML South Fast Lines dated 07 February 2025 and 25 April 2025 are relevant to this application. We would like to highlight key points which are more pertinent to this application, namely:

07 February 2025 Letter - Timetable Capacity, Timetable Performance, Passenger Flow at Euston Station, High Speed Two; and

25 April 2025 Letter - Performance Concerns Affecting WCML Applications, Power Supply, Congested Infrastructure and Complex and Competing Applications.

### **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 Timetable and May 2025 Timetable via the 35<sup>th</sup> & 42<sup>nd</sup> SA. All of the rights contained within the 32<sup>nd</sup> SA are existing services that have been in the Working Timetable prior to December 2024, and were a result of historic inaccuracies uncovered by WMT and NR during a due diligence exercise previously undertaken to ensure an alignment of rights held within Schedule 5 tables against services running on the network.

It should be noted for clarity and completeness that a small number of the rights contained within the 32<sup>nd</sup> SA don't interact or form any part of the locations which were identified by ORR in their letter to the Industry on 24 April 2024. However, these rights were previously only awarded on a contingent basis, and WMT were keen to ensure a continuation of the rights were applied for, and therefore they have been included within this SA.

**Access Rights Sought in the Application**

The rights sought in this application are for:

<b><u>Changes to Rights included in the 32nd SA</u></b>	<b><u>Specific locations identified in ORR's Letter of 24 April 2024</u></b>
Reduction of 2 Sunday rights for Birmingham Snow Hill to Worcester Foregate Street (1.8)	Birmingham
Additional 2 Sunday rights for Birmingham Snow Hill to Worcester Shrub Hill (1.9)	Birmingham
Reduction of 4 Sunday rights for Worcester Foregate Street to Birmingham Snow Hill (1.19)	Birmingham
Additional 6 Sunday rights for Worcester Shrub Hill to Birmingham Snow Hill (1.20)	Birmingham
Additional 1 Weekday right from Coventry to Birmingham New Street (3.26)	Birmingham
Additional 2 Saturday rights from Birmingham New Street to Great Malvern (3.50)	Birmingham
Additional 2 Saturday rights from Great Malvern to Worcester Shrub Hill (3.61)	None
Additional 1 Saturday right for Birmingham New Street to Coventry (3.24)	Birmingham
Additional 1 Sunday right from Great Malvern to Worcester Shrub Hill (3.61)	None
Additional 2 Sunday rights from Northampton to Birmingham New Street (3.28)	Birmingham, WCML
Additional 1 Sunday right from Northampton to Coventry (3.29)	WCML
Reduction of 2 Saturday Rights from Euston to Bletchley (5.3)	WCML
Reduction of 1 Sunday Right from Euston to Bletchley (5.3)	WCML
Additional 1 Weekday (off peak) right from London Euston to Milton Keynes Central (5.4)	WCML
Additional 2 Weekday (off peak) rights from Milton Keynes Central to Northampton (5.25)	WCML
Additional 1 Saturday right from London Euston to Milton Keynes Central (5.4)	WCML
Additional 1 Saturday right between London Euston to Northampton (5.42/110)	WCML
Additional 1 Sunday right between London Euston to Milton Keynes Central (5.4)	WCML
Additional 1 Sunday right between London Euston to Northampton (5.42/110)	WCML

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

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 some of the paths aligned to the Rights being sought by West Midlands Trains Limited (WMT) in their 32<sup>nd</sup> Supplemental Agreement. (SA)

Network Rail (NR) is not supportive of additional 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 NR is unable to support the following on this basis.

- Coventry to Birmingham New Street (3.26): WMT apply to increase Weekday Rights from 1 to 2, but NR notes that there is only 1 service in the December 2025 timetable: 2C01 05:33 ex Coventry. Therefore, an additional right is not required to support the December 2025 timetable.
- London Euston to Milton Keynes Central (5.4): WMT apply to increase Saturday Rights from 27 to 28, but NR notes that there are only 27 services in the December 2025 timetable.
- Milton Keynes to Northampton (5.25): WMT apply to increase Weekday Rights from 1 to 3, but NR notes there is only 1 service in the December 2025 timetable: 2Y32 05:37 ex Milton Keynes. Therefore, additional rights are not required to support the December 2025 timetable.
- Great Malvern to Worcester Shrub Hill (3.61): WMT apply to increase Saturday Rights from 0 to 2, but NR notes that there is only 1 service in the December 2025 timetable: 1B28 22:18 ex Great Malvern. NR is therefore supportive of just the 1 Right. However, NR notes there is also a 1B22 18:30 ex Great Malvern which terminates short of Shrub Hill at Worcester Foregate Steet. NR therefore cannot be supportive of an additional Right to Worcester Shrub Hill. WMT will need to progress a separate application for a right between Great Malvern and Worcester Foregate Street as they have not been

included in the statutory consultation processes. Furthermore, this position is in line with ORR's letters to the industry dated, 01 November 2025 and titled "Rail network capacity allocation (access rights) for December 2024 to December 2025" and its letter of 07 May 2025 "New/amended rights (under the competing/complex process) from December 2025".

- Great Malvern to Worcester Shrub Hill (3.61): WMT apply to increase Sunday Rights from 0 to 1, but NR notes that there are no corresponding services in the December 2025 timetable. Therefore, there is no requirement for the additional right.
- London Euston to Northampton (5.42/110): WMT apply to increase Sunday Rights from 17 to 18, but NR notes there are only 17 services in the December 2025 timetable. Therefore, there is no requirement for the additional right.
- Birmingham Snow Hill to Worcester Shrub Hill (1.9): WMT apply to increase Sunday Rights from 0 to 2, but NR notes that there are 6 services in the December 2025 timetable: 3x Stratford to Worcester Shrub Hill, 3x Birmingham Moor St to Worcester Shrub hill. Therefore, NR is not supportive of these additional rights as they do not align to the services within the timetable. Furthermore, the additional rights required will need to be progressed through a separate application because they have not been included in the statutory consultation processes. Furthermore, this position is in line with ORR's letters to the industry dated; 01 November 2025 and titled "Rail network capacity allocation (access rights) for December 2024 to December 2025" and 07 May 2025 "New/amended rights (under the competing/complex process) from December 2025", as consultation has not taken place.

During our assessments we have identified instances where WMT have applied to decrease their Rights which would leave them with less rights than required to operate the December 2025 timetable. In these cases, NR cannot be supportive of a reduction in Rights as currently stated within the application as they appear to be required to operate the December 2025 timetable.

- Birmingham Snow Hill to Worcester Foregate Street (1.8): WMT apply to reduce Sunday rights from 10 to 8, but NR notes that there are 9 services in the December 2025 timetable that utilise this right. Therefore, NR would only support a reduction of 1 Right, resulting in 9 remaining.
- Worcester Foregate Street to Birmingham Snow Hill (1.19): WMT apply to decrease Sunday Rights from 12 to 8, but NR notes that there are 10 services in the December 2025 timetable utilising this right. Therefore, NR would only support a reduction of 2 Rights, resulting in 10 remaining.

Further, during our assessment of this application, we have identified instances where WMT have applied to either increase their Rights by fewer than required, or decrease their Rights by less than is required, to enable the December 2025 timetable. In these cases, NR can be supportive, but WMT will need to consider making separate arrangements to progress further changes to rights as may be required. We summarise these as follows:

- Euston to Bletchley (5.3): WMT apply to decrease Saturday Rights from 4 to 2, but NR notes that there is only 1 service in the December 2025 timetable: 2B55 19:09 ex Euston. Therefore, NR is supportive of the request to relinquish 2 rights from Euston to Bletchley (5.3) but would expect a further reduction of 1 Right to align with the intended operation of the December 2025 Timetable.
- Euston to Northampton (5.42/110): WMT apply to increase Saturday Rights from 22 to 23, but NR notes that there are 27 services in the December 2025 timetable: 2Yxx services from Euston to Birmingham. Therefore, NR is supportive of the request for 1 additional Right from Euston to Northampton (5.42/110) and would expect a further review of the allocation of Rights between Euston and Northampton to support the intended operation of the December 2025 Timetable.

During assessments potential conflicts were identified between the paths aligned to WMT's 32<sup>nd</sup> SA and the below applications:

- Freightliner Heavy Haul Limited (FLHH) 28th SA
- East Coast Trains Limited (Lumo North Western) Section 17
- Virgin Management Limited Section 17
- Wrexham Shropshire & Midlands Railway Company Limited (WSMR) Section 17

NR provided representations to ORR concerning FLHH's 28<sup>th</sup> SA on 11 April 2025, FLHH later withdrew this application. NR provided representations concerning Lumo North Western, Virgin Management Limited and Wrexham, Shropshire & Midlands Railway Company on 09 May 2025. ORR published their decision rejecting these three applications on 03 July 2025.

## **Performance**

During the initial application for these rights which were sought via the 25<sup>th</sup> Supplemental Agreement (General Approval) and the 29<sup>th</sup> Supplemental Agreement (SA), Network Rail (NR) considered what performance levels for these services were, and to what level they would be willing to accept in order to support the rights on a long-term basis.

The initial feedback used train running data from the May and December 2023 timetables, and the Performance team had concerns around the majority of the services being sought within that application due to relatively poor On Time and Time to 3 (T3). Whilst it was noted there were occasions whereby an improvement had been seen, they were still not at levels deemed acceptable.

NR's Performance team have since provided refreshed performance data for the routes and service groups pertinent to the rights sought within the 32<sup>nd</sup> SA. The below shows performance data for service groups EJ01, EJ03 and EJ05, and commentary on NR's position on these rights.

**EJ01 Performance December 2024**

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
28 - Dordridge to Birmingham Snow Hill	89.1%	97.8%	98.7%	1,000
28 - Kidderminster to Birmingham Snow Hill	88.0%	95.7%	97.5%	5,178
28 - Leamington Spa to Birmingham Snow Hill	66.0%	85.2%	89.5%	1,015
28 - Stratford-Upon-Avon to Birmingham Snow Hill	78.0%	93.4%	95.5%	2,816
28 - Whitlocks End to Birmingham Snow Hill	84.4%	93.6%	96.3%	997
28 - Worcester Foregate Street to Birmingham Snow Hill	76.6%	86.6%	89.4%	1,888
2C - Worcester Foregate Street to Dordridge	81.3%	91.6%	94.9%	35,117
2C - Worcester Shrub Hill to Dordridge	82.1%	92.7%	95.7%	10,302
2D - Birmingham Snow Hill to Stratford-Upon-Avon	81.3%	93.5%	95.9%	1,725
2D - Kidderminster to Stratford-Upon-Avon	72.8%	90.0%	93.0%	2,679
2D - Leamington Spa to Stratford-Upon-Avon	32.3%	80.2%	93.6%	591
2D - Worcester Foregate Street to Birmingham Snow Hill	100.0%	100.0%	100.0%	15
2D - Worcester Foregate Street to Stratford-Upon-Avon	78.7%	89.7%	93.5%	29,188
2D - Worcester Shrub Hill to Stratford-Upon-Avon	76.5%	88.0%	93.0%	6,349
2H - Birmingham Snow Hill to Leamington Spa	87.0%	91.1%	93.5%	1,186
2H - Worcester Foregate Street to Leamington Spa	78.4%	88.9%	93.2%	3,177
2H - Worcester Shrub Hill to Leamington Spa	63.2%	81.2%	87.7%	3,374
2K - Birmingham Snow Hill to Kidderminster	87.7%	93.0%	96.6%	1,320
2K - Stratford-Upon-Avon to Birmingham Snow Hill	56.8%	100.0%	100.0%	44
2K - Stratford-Upon-Avon to Kidderminster	72.6%	87.9%	93.1%	43,954
2K - Whitlocks End to Birmingham Snow Hill	100.0%	100.0%	100.0%	10
2K - Whitlocks End to Kidderminster	81.5%	94.0%	97.1%	31,122
2P - Stourbridge Jn (Town Plat) to Stourbridge Town	100.0%	100.0%	100.0%	22,030
2P - Stourbridge Town to Stourbridge Jn (Town Plat)	100.0%	100.0%	100.0%	22,021
2S - Birmingham Moor Street to Stratford-Upon-Avon	59.5%	82.9%	90.7%	1,951
2S - Birmingham Snow Hill to Whitlocks End	84.0%	94.3%	97.8%	1,010
2S - Kidderminster to Birmingham Snow Hill	100.0%	100.0%	100.0%	26
2S - Kidderminster to Stratford-Upon-Avon	72.6%	89.3%	94.2%	38,880
2S - Kidderminster to Whitlocks End	79.4%	91.9%	95.2%	29,256
2S - Stourbridge Junction to Stratford-Upon-Avon	69.0%	86.5%	93.4%	3,126
2S - Worcester Foregate Street to Birmingham Snow Hill	100.0%	100.0%	100.0%	18
2S - Worcester Foregate Street to Stratford-Upon-Avon	74.5%	89.2%	93.4%	10,270
2S - Worcester Shrub Hill to Stratford-Upon-Avon	0.0%	0.0%	0.0%	34
2V - Birmingham Snow Hill to Worcester Foregate Street	68.4%	100.0%	100.0%	19
2V - Dordridge to Birmingham Snow Hill	100.0%	100.0%	100.0%	11
2V - Dordridge to Worcester Foregate Street	80.7%	92.2%	95.7%	37,523
2V - Dordridge to Worcester Shrub Hill	86.0%	94.6%	97.3%	7,916
2V - Leamington Spa to Worcester Foregate Street	56.0%	82.2%	90.4%	3,160
2V - Stratford-Upon-Avon to Birmingham Snow Hill	100.0%	100.0%	100.0%	22
2V - Stratford-Upon-Avon to Worcester Foregate Street	75.8%	89.9%	94.6%	42,926
2V - Stratford-Upon-Avon to Worcester Shrub Hill	73.2%	88.8%	94.4%	14,980



**EJ03 Performance December 2024**

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
20 - Lichfield Trent Valley HI to Bromsgrove	68.5%	88.2%	94.2%	76,954
2P - Bromsgrove to Lichfield Trent Valley HI	64.4%	82.9%	90.7%	74,687
2R - Four Oaks to Redditch	63.1%	80.9%	89.2%	74,637
2I - Rugby 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 Rugby 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%	42,387
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
2Y - 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 Rugby Trent Valley	68.8%	83.4%	90.3%	5,673
2H - Birmingham New Street to Rugby 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 - Rugby 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
2P - Birmingham New Street to Lichfield Trent Valley HI	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
2P - Longbridge to Lichfield Trent Valley HI	48.8%	84.2%	92.0%	2,250
2N - Lichfield Trent Valley HI 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
2B - Worcester Shrub Hill to Hereford	85.7%	95.4%	98.1%	1,973
2O - 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
2Y - 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%	1,560
2R - 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	78.3%	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 - Rugby 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 - Witton to Birmingham New Street	9.4%	30.6%	57.6%	85
2T - Birmingham New Street to Witton	18.8%	54.7%	65.6%	64
2O - Lichfield Trent Valley HI 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
2P - Bromsgrove to Four Oaks	61.1%	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
2P - 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
2R - Four Oaks to Birmingham New Street	50.0%	50.0%	50.0%	20
2G - Rugby Trent Valley to Birmingham New Street	100.0%	100.0%	100.0%	19
1Y - Birmingham New Street to Blithley	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

**EJ05 Performance December 2024**

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
1B - London Euston to Bletchley	39.4%	75.8%	84.8%	33
1K - London Euston to Milton Keynes Central	90.0%	100.0%	100.0%	40
1K - Milton Keynes Central to London Euston	84.6%	100.0%	100.0%	13
1N - Crewe to Northampton	23.2%	40.2%	51.3%	388
1N - Stafford to Northampton	100.0%	100.0%	100.0%	12
1T - Northampton to Birmingham New Street	94.7%	100.0%	100.0%	19
1U - Crewe to London Euston	28.4%	51.0%	67.8%	23,700
1U - London Euston to Crewe	37.7%	72.6%	84.1%	25,296
1U - London Euston to Rugby	40.6%	87.5%	92.2%	64
1U - London Euston to Stafford	51.8%	83.3%	88.4%	645
1U - Rugby to London Euston	37.5%	81.3%	100.0%	32
1U - Stafford to London Euston	46.4%	55.5%	72.2%	604
1W - Birmingham New Street to London Euston	50.5%	74.0%	84.0%	1,326
1W - Coventry to London Euston	65.4%	81.1%	90.2%	1,320
1W - London Euston to Northampton	39.3%	70.2%	83.0%	4,217
1W - Rugby to London Euston	47.0%	68.8%	79.1%	1,363
1Y - Birmingham New Street to Bletchley	80.0%	100.0%	100.0%	5
1Y - Birmingham New Street to London Euston	45.7%	71.9%	82.8%	47,382
1Y - Birmingham New Street to Milton Keynes Central	50.5%	86.8%	90.8%	303
1Y - London Euston to Birmingham New Street	54.1%	80.6%	88.8%	52,214
1Y - Northampton to London Euston	47.7%	73.2%	83.5%	5,213
2B - Bletchley to London Euston	70.5%	84.1%	90.3%	6,998
2B - London Euston to Bletchley	57.8%	72.8%	80.7%	7,153
2F - London Euston to St Albans Abbey	81.0%	93.4%	95.2%	693
2K - Bletchley to London Euston	100.0%	100.0%	100.0%	36
2K - London Euston to Milton Keynes Central	58.3%	80.5%	88.7%	69,908
2K - Milton Keynes Central to London Euston	73.9%	86.8%	91.4%	65,142
2N - London Euston to Milton Keynes Central	76.9%	89.4%	94.7%	208
2N - London Euston to Northampton	58.7%	78.8%	86.8%	10,738
2N - Milton Keynes Central to London Euston	78.1%	90.6%	100.0%	32
2N - Milton Keynes Central to Northampton	100.0%	100.0%	100.0%	4
2N - Northampton to London Euston	76.3%	91.0%	95.0%	7,766
2T - Bletchley to London Euston	79.5%	92.3%	97.4%	39
2T - Hemel Hempstead to London Euston	0.0%	0.0%	36.4%	11
2T - London Euston to Hemel Hempstead	40.7%	48.1%	55.6%	27
2T - London Euston to Tring	62.2%	82.4%	89.6%	35,485
2T - Northampton to London Euston	61.9%	73.0%	100.0%	63
2T - Tring to London Euston	71.3%	85.5%	90.5%	36,244
2T - Watford Junction to London Euston	100.0%	100.0%	100.0%	8
2Y - Birmingham New Street to London Euston	60.6%	74.6%	82.1%	3,608
2Y - London Euston to Birmingham New Street	71.6%	88.8%	94.7%	2,244
2Y - Milton Keynes Central to Birmingham New Street	87.5%	100.0%	100.0%	8
2Y - Milton Keynes Central to Northampton	93.3%	97.1%	97.6%	416

**EJ01 Performance May 2025**

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
2B - Dordridge to Birmingham Snow Hill	94.0%	98.0%	98.0%	250
2B - Kidderminster to Birmingham Snow Hill	83.5%	91.3%	94.9%	1,482
2B - Leamington Spa to Birmingham Snow Hill	86.0%	95.5%	96.7%	336
2B - Stratford-Upon-Avon to Birmingham Snow Hill	71.7%	91.0%	98.2%	678
2B - Whitlocks End to Birmingham Snow Hill	87.8%	95.3%	98.1%	257
2B - Worcester Foregate Street to Birmingham Snow Hill	77.8%	92.9%	95.2%	505
2C - Worcester Foregate Street to Dordridge	78.9%	88.8%	92.4%	1,678
2C - Worcester Shrub Hill to Dordridge	83.8%	91.7%	94.5%	2,819
2D - Birmingham Snow Hill to Stratford-Upon-Avon	82.8%	87.1%	87.5%	464
2D - Kidderminster to Stratford-Upon-Avon	73.0%	90.2%	96.6%	742
2D - Leamington Spa to Stratford-Upon-Avon	42.8%	88.7%	94.3%	159
2D - Worcester Foregate Street to Stratford-Upon-Avon	76.7%	87.2%	91.4%	7,898
2D - Worcester Shrub Hill to Stratford-Upon-Avon	76.3%	89.0%	92.9%	1,719
2H - Birmingham Snow Hill to Leamington Spa	93.1%	97.4%	99.7%	392
2H - Worcester Foregate Street to Leamington Spa	67.7%	77.0%	82.9%	848
2H - Worcester Shrub Hill to Leamington Spa	60.0%	81.0%	91.3%	940
2K - Birmingham Snow Hill to Kidderminster	86.5%	90.3%	93.1%	362
2K - Stratford-Upon-Avon to Kidderminster	70.4%	84.8%	89.4%	11,557
2K - Whitlocks End to Kidderminster	82.4%	91.9%	95.1%	8534
2P - Stourbridge Jn (Town Plat) to Stourbridge Town	100.0%	100.0%	100.0%	6,168
2S - Birmingham Moor Street to Stratford-Upon-Avon	68.7%	85.1%	90.3%	476
2S - Birmingham Snow Hill to Whitlocks End	86.4%	89.6%	96.0%	250
2S - Kidderminster to Stratford-Upon-Avon	69.0%	86.4%	91.9%	10,406
2S - Kidderminster to Whitlocks End	77.3%	89.6%	93.3%	8,093
2S - Stourbridge Junction to Stratford-Upon-Avon	70.2%	88.0%	96.4%	808
2S - Worcester Foregate Street to Stratford-Upon-Avon	74.6%	83.9%	88.4%	2,658
2V - Dordridge to Worcester Shrub Hill	81.5%	90.5%	94.8%	10,103
2V - Leamington Spa to Worcester Foregate Street	83.7%	90.5%	94.9%	2,161
2V - Stratford-Upon-Avon to Worcester Foregate Street	73.3%	91.0%	97.4%	832
2V - Stratford-Upon-Avon to Worcester Shrub Hill	73.7%	87.8%	92.5%	11,396
2V - Stratford-Upon-Avon to Worcester Shrub Hill	70.8%	86.4%	93.0%	3,960

**EJ03 Performance May 2025**

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
1G - Shrewsbury to Birmingham New Street	14.2%	65.2%	77.2%	145
1M - Great Malvern to Birmingham New Street	82.5%	93.1%	92.2%	1700
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%	9069
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	60.6%	83.5%	93.6%	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%	93.6%	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 New Street 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%	78.8%	444
1V - London Euston to Birmingham New Street	59.8%	76.4%	81.4%	17,626
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%	83.9%	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	58.6%	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%	73.8%	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	87.5%	89.5%	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%	17,625
2H - Birmingham New Street to Hednesford	66.1%	87.8%	87.8%	115
2H - Birmingham New Street to Rugby Trent Valley	78.3%	86.6%	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%	87.6%	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%	15,595
2W - Birmingham New Street to Wolverhampton	80.1%	91.3%	95.5%	870
2W - Hednesford to Wolverhampton	42.5%	62.1%	78.0%	214
2W - Rugby Trent Valley to Wolverhampton	82.9%	92.0%	95.9%	1,456
2W - Walsall to Birmingham New Street	87.5%	91.7%	100.0%	24
2W - Walsall to Wolverhampton	76.5%	89.1%	94.0%	18,514
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%	85.5%	1,812

## **EJ05 Performance May 2025**

Flow	On Time WTT %	Time to 3 WTT %	Time to 5 WTT %	Recorded WTT Points
1N - Crewe to Northampton	27.4%	51.2%	60.7%	84
1N - Rugby to Northampton	95.0%	100.0%	100.0%	20
1U - Crewe to London Euston	27.6%	47.2%	63.2%	5,646
1U - London Euston to Crewe	42.3%	70.1%	79.9%	6,062
1U - London Euston to Rugby	59.5%	88.6%	93.9%	990
1U - Rugby to London Euston	45.3%	74.8%	90.6%	971
1W - Birmingham New Street to London Euston	53.8%	71.4%	80.9%	392
1W - Coventry to London Euston	61.5%	82.1%	90.3%	392
1W - London Euston to Northampton	50.1%	74.3%	85.4%	1,226
1W - Rugby to London Euston	50.6%	74.6%	81.0%	389
1Y - Birmingham New Street to London Euston	41.7%	69.5%	80.4%	13,629
1Y - Birmingham New Street to Milton Keynes Central	51.9%	83.3%	94.4%	108
1Y - London Euston to Birmingham New Street	56.5%	80.7%	88.2%	14,917
1Y - London Euston to Northampton	59.6%	81.7%	87.1%	503
1Y - Milton Keynes Central to Birmingham New Street	81.9%	87.7%	96.4%	138
1Y - Northampton to London Euston	49.1%	82.3%	90.9%	1,512
1Z - London Euston to Milton Keynes Central	66.7%	100.0%	100.0%	12
1Z - Milton Keynes Central to London Euston	75.0%	100.0%	100.0%	12
2B - Bletchley to London Euston	69.7%	85.2%	90.2%	1,931
2B - London Euston to Bletchley	60.0%	75.3%	81.3%	1,956
2F - London Euston to St Albans Abbey	85.2%	94.7%	96.8%	189
2K - Bletchley to London Euston	66.7%	100.0%	100.0%	18
2K - London Euston to Milton Keynes Central	59.1%	80.5%	88.7%	18,873
2K - Milton Keynes Central to London Euston	73.2%	86.9%	92.3%	17,413
2N - London Euston to Northampton	49.3%	69.1%	79.9%	2,980
2N - Northampton to London Euston	77.1%	92.3%	96.1%	2,214
2T - London Euston to Tring	63.4%	83.2%	89.0%	10,132
2T - Tring to London Euston	71.5%	85.2%	90.3%	10,373
2Y - Birmingham New Street to London Euston	51.3%	63.7%	71.4%	985
2Y - London Euston to Birmingham New Street	78.7%	89.4%	93.3%	644
2Y - London Euston to Northampton	90.0%	90.9%	100.0%	22
2Y - Milton Keynes Central to Northampton	88.6%	92.9%	95.7%	140
2Z - London Euston to Northampton	36.8%	59.5%	76.4%	736
2Z - Northampton to London Euston	21.8%	35.5%	43.0%	774

Below provides a breakdown of the specific metrics with these rights, and NR's position.

### **Worcester Shrub Hill – Birmingham Snow Hill**

For the Worcester Shrub Hill – Birmingham Snow Hill services, performance is generally good and there are no current concerns with the performance levels of these services. Whilst Time to 5 (T5) did see a slight decrease in May 2025, both On Time and Time to 3 (T3) saw slight improvements in the May 2025 timetable, and NR is therefore content to support the rights on a firm basis.

### **Birmingham New Street – Great Malvern**

For the Birmingham New Street to Great Malvern services, the Central Route performance team have concerns with the drop in On Time from departure at Birmingham New Street to arrival at Great Malvern. NR wishes to investigate this decrease further, and work with (WMT) to increase performance levels before supporting the rights on a firm basis. NR 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.

### **Birmingham New Street – Coventry**

For the Birmingham New Street to Coventry service, whilst performance levels are currently seen as acceptable, there has been a noticeable decrease in all performance levels in May 2025 when compared to December 2024. NR wishes to investigate this decrease further, and work with WMT to increase performance levels before supporting the right on a firm basis. NR 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.

### **Northampton – Birmingham New Street**

For the Northampton – Birmingham services, whilst performance levels are currently acceptable, there has been a noticeable decrease in all performance levels in May 2025 when compared to December 2024. NR wishes to investigate this decrease further, and work with WMT to increase performance levels before supporting the rights on a firm basis. NR 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.

### **Northampton - Coventry**

For the Northampton – Coventry service, whilst performance levels are currently acceptable, there has been a noticeable decrease in all performance levels in May 2025 when compared to December 2024. NR wishes to investigate this decrease further, and work with WMT to increase performance levels before supporting the right on a firm basis. NR 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.

### **Services sought on the West Coast Main Line (WCML)**

There are rights contained within the application that run across the WCML and NR has recently, on 25 April 2025, sent a representation letter to the ORR outlining our stance on being unable to award any new rights which seek capacity to run along the fast lines between London Euston – Nuneaton. The rights sought on the WCML within this application are all routed along the slow lines, and we are therefore satisfied they won't cause any conflicts or interactions with any existing or new rights being sought to run along the fast lines.

The rights which we are supportive of, NR is satisfied there are no capacity or power supply issues with the rights sought. As outlined earlier in the letter, NR is not supportive of the following rights affecting the WCML as they are not required to support the implementation of the December 2025, the rights detailed elsewhere in this letter are:

- 1 Saturday right from London Euston to Milton Keynes Central
- 2 Weekday rights from Milton Keynes Central to Northampton
- 1 Sunday right from London Euston to Northampton

Furthermore, during NR's assessment of the application, the rights NR is supportive of on a firm basis were reviewed as part of an industry collaborative workstream to review capacity utilisation on the WCML South in preparation for the December 2022 Concept Train Plan. The timetable today still reflects this structure, and the outputs produced for December 2022 were supported by the industry.

### **Birmingham New Street Performance**

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 (Working Timetable) performance, at 65.2% Nationally compared to 46.9% at Birmingham New Street. WMT 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. (WMT) had a On Time of 47.7%.

WMT operates the most services at Birmingham New Street in both timetables and is 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 NR is only able to support on a contingent basis at this stage until May 2026 with no presumption of continuity applied. NR 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 related to WCML aspirations**

#### **Background**

Following the receipt of the applications on 20 May 2024, NR 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.

NR has worked with operators to assure the baseline used in the power supply modelling of North West & Central 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 NR is obligated to not exceed contractual limits between NR 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, NR 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 NR as a responsible infrastructure manager is looking at the effective management of this. Due to the nature of power capacity NR 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.

NR 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, 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.

Capacity at locations across the wider system, (including Willenhall, Acton Lane, Edgeley, Willow Park, Galton Junction and Heald Green) means that no additional services running in

electric in these areas beyond those for which rights have already been sold can be accommodated until power system enhancements have been delivered. These enhancements are part funded, with outstanding funding subject to ongoing discussions with Department for Transport.

### **Power Supply Conclusions**

NR 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 services which WMT operate in electric mode contained within the 32<sup>nd</sup> Supplemental Agreement have been modelled, and no issues were identified within the modelling.

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

The rights being sought within this application are services which are already in the WTT and have been running on the network prior to the application being submitted to ORR, so these aren't being sought as new services, but the application seeks them as new rights whilst they have only been covered under the interim approach.

### **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 rights where there are unresolved performance and capacity issues. Therefore, NR is not in a position to currently support some of the rights on a long-term basis.

The rights which Network Rail can support as firm and until contract end date at this stage are:

- 6 Sunday rights from Worcester Shrub Hill to Birmingham Snow Hill
- 1 Weekday right from London Euston to Milton Keynes Central
- 1 Sunday right from London Euston to Northampton
- 1 Saturday right from Great Malvern to Worcester Shrub Hill
- 1 Saturday right from London Euston to Northampton, however NR expects WMT to make a separate application to cover the 4 outstanding rights identified.
- A reduction of 2 Saturday rights and 1 Sunday right between London Euston to



## Bletchley

The rights which Network Rail is currently not supportive of at this stage are:

- 1 Saturday right from London Euston to Milton Keynes Central
- 2 Weekday rights from Milton Keynes Central to Northampton
- 1 Weekday right from Coventry to Birmingham New Street
- 1 Saturday right from Great Malvern to Worcester Shrub Hill
- 1 Sunday right from Great Malvern to Worcester Shrub Hill
- 1 Sunday right from London Euston to Northampton
- 2 Sunday rights from Birmingham Snow Hill – Worcester Shrub Hill
- A reduction of 1 Sunday right from Birmingham Snow Hill to Worcester Foregate Street
- A reduction of 2 Sunday rights from Worcester Foregate Street to Birmingham Snow Hill

The remaining quantum of rights sought within this application, NR believes there are still outstanding performance and capacity issues which need to be addressed before we are able to support these on a longer-term basis.

NR therefore proposes that, from the December 2025 timetable change, they are supported on a contingent basis for six months up to May 2026. This will allow NR to assess the issues that have been highlighted in this letter, and work with WMT to apply suitable mitigations, which may include timetable interventions, where required.

The rights which Network Rail is supportive of on a contingent basis until May 2026 with no presumption of continuity are:

- 2 Saturday rights between Birmingham New Street to Great Malvern
- 1 Saturday right between Birmingham New Street to Coventry
- 2 Sunday rights between Northampton to Birmingham New Street
- 1 Sunday right between Northampton to Coventry

NR would like to highlight to ORR that the rights requested in the WMT 28<sup>th</sup> SA and those requested in the WMT 32<sup>nd</sup> SA are to be reviewed alongside each other to understand the overall quantum of rights that WMT are requesting for the December 2025 TT.

Amendments are being made to service group EJ03 in both the 28<sup>th</sup> and 32<sup>nd</sup> 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.

NR 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 of some of these rights on a firm 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	BH&D Carl	Derby-Sheffield	Sheffield	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						



		APPLICATION INFORMATION							Access Rights Characteristics				No of Rights applied for						Network Rail's Position on the access rights sought
Operator	Lead Route / Function	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		
											Peak (if Applicable)	Off Peak	Peak (if Applicable)	Off Peak	Peak (if Applicable)	Off Peak			
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ01	Worcester Shrub Hill (1.20)	Birmingham Snow Hill						6	Support Firm		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ01	Birmingham Snow Hill (1.8)	Worcester Foregate Street						-2	Only support -1		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ01	Worcester Foregate Street (1.10)	Birmingham Snow Hill						-4	Only support -2		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ03	Coventry (3.26)	Birmingham New Street	1						Do not support		
West Midlands Trains	NW&C	PCD 2025	S22A	33rd	YES	Unsupported	NO	EJ01	Birmingham Snow Hill (1.9)	Worcester Shrub Hill						2	Do not support		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ03	Birmingham New Street (3.30)	Great Malvern				2			Support Contingent		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ03	Great Malvern (3.61)	Worcester Shrub Hill				2			Support firm 1 only only		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ03	Birmingham New Street (3.26)	Coventry				1			Support Contingent		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ03	Great Malvern (3.61)	Worcester Shrub Hill						1	Do not support		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ03	Northampton	Birmingham New Street						2	Support Contingent		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ03	Northampton	Coventry						1	Support Contingent		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	London Euston	Bletchley						-1	Support		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	London Euston	Bletchley				2			Support		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	London Euston	Milton Keynes Central	1						Support Firm		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	London Euston	Milton Keynes Central				1			Do not support		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	Milton Keynes Central	Northampton		2					Do not support		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	London Euston	Northampton				1			Support Firm		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	London Euston	Milton Keynes Central						1	Support Firm		
West Midlands Trains	NW&C	PCD 2024	S22A	32nd	YES	Unsupported	NO	EJ05	London Euston	Northampton						1	Do not support		