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9th August 2017

Dear Carew,

Chiltern Railways response to London Midland's proposed 5th Supplemental Agreement

With reference to the Form P and Schedule 5 tables proposed by London Midland in its Fifth Supplemental Agreement to its Track Access Contract, this letter constitutes Chiltern Railways' formal response.

Executive Summary


Chiltern Railways understands the value and importance of the new station at Kenilworth and the new service linking Coventry, Kenilworth and Leamington Spa. However, Chiltern Railways has several concerns with regards to this new service proposed by London Midland.

Review of Form P - Timetable

The table in section 3.1 of the 'Form P Application Form' shows the 'broad' times at which the services will operate on a weekday. The associated text states that 'services have been offered by Network Rail as part of the December 2017 timetable offer, to operate broadly at the times specified. The table and wording have caused some confusion as the times stated in the Form P do not match the times included in the performance report or the formal Network Rail offer. Included below is a table comparing the Leamington Spa departures on a weekday, the highlighted cells showing variance from the Form P times.

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Leamington Spa Depart		
Form P	Perf Report	Offered
06:08	06:08	06:08
07:01	07:00	07:00
08:03	08:00	08:00
09:00	09:00	09:00
10:00	10:00	10:00
11:00	11:00	11:00
12:00	12:00	12:01
13:00	13:00	13:01
14:00	14:00	14:00
15:03	15:00	15:00
16:02	16:01	16:01
17:00	17:00	17:00
18:04	18:00	18:00
19:00	19:00	19:01
20:00	20:01	20:01
21:00	21:00	21:00
22:00	22:15	22:17

Table 1: Comparison of departure times at Leamington Spa


Chiltern Railways would like to understand why the offered times have not been included in the Form P. For example, the 18.04 Leamington Spa to Coventry departure stated in the Form P would cause a scheduling clash with the 16.47 London Marylebone to Birmingham Moor Street, a key Chiltern Railways evening peak service. Chiltern Railways assumes that the offered service departing at 18.00 is correct. Chiltern Railways is concerned that there are several instances in which the offered timetable does not match the services modelled in the performance report. This could mean that the impact of the new service on industry performance is significantly understated.

Timetable Planning Rules Compliance

Examining the Network Rail December 2017 offer in more detail, there are 22 instances of 4 minute turn arounds at Coventry as part of the weekday service. The Timetable Planning Rules (TPRs) state that the minimum permissible turn around at both Leamington Spa and Coventry is 5 minutes. There has been no formal consultation for a change to the TPRs at either location and there has been no formal agreement that breaking the rules is acceptable for this new service. At Leamington Spa there are 5 instances of 4 minute turn arounds and 5 instances of 3 minute turn arounds. Chiltern Railways believes that this is a significant performance risk and requests services that are foul of the TPRs are not granted firm rights until the trains are planned compliantly. This can be achieved by either retiming services or formally consulting and receiving agreement from members of the TPR forum to change the turn around allowance.

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Industry Performance Impact

The report 'Kenilworth Station Timetable and Performance Modelling' completed by Tracsis and dated 02/08/2016 does not represent the most recent timetable i.e. the May 2017 timetable period. The performance modelling is based on the May 2016 timetable period. In December 2016 Chiltern Railways began operating the new Oxford to London Marylebone service. Any late running to CrossCountry services now have a direct impact on these services. The report states there will be an additional 18 minutes 45 seconds of delay to CrossCountry Class 1 services which will further worsen the performance of the Oxford – London service group. The boundary of the model was determined as Aynho Junction and so the impact of this additional delay on Chiltern Railways services into London Marylebone has not been assessed. Chiltern Railways is concerned that overall industry performance sees an increase in total delay of 2 hours 17 minutes and 24 seconds in such a small geographical area.

Comparing the performance modelled services with the formally offered services there are several instances where the times do not match. Five of the Leamington Spa to Coventry services terminate later than modelled. Upon termination, the Class 153 is required to shunt to allow the following CrossCountry access to the same platform. A later arrival into Coventry on the shuttle service means less time to shunt before the CrossCountry service arrives.


The report states that the additional shunt moves were included in the model. The number of class 5s for London Midland increases from 27 to 45 (net increase of 18) with the introduction of the Kenilworth service. Doing a complete check of the formal Network Rail offer the following additional ECS workings have been noted showing a net increase of 19:

- 15 additional shunts at Coventry to clear Platform 4 to allow CrossCountry access to Platform 4
- 1 additional Tyseley LMD to Leamington Spa ECS to form the Kenilworth service in the morning
- 1 additional Leamington Spa to Tyseley LMD ECS at the end of the day
- 1 additional shunt at Leamington Spa due to Platform 4 being required for a terminating Chiltern Railways service. This shunt is formed of the Class 153 on the 'Kenilworth shuttle' service.
- 1 additional shunt at Leamington Spa for the existing 06.24 Stourbridge Junction to Leamington Spa terminating in Platform 3 and forming the 08.02 Leamington Spa to Stourbridge Junction service from Platform 2.

The performance report states that 'the performance impact is worst for CrossCountry services which are already running late due to platforming constraints at Coventry. Improving the punctuality of these services would have a beneficial effect when the shuttle service is operating'. Table 2 shows the percentage of right time departures at Coventry for each CrossCountry service:

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Up Direction		Down Direction	
Service	On Time	Service	On Time
1002	39%	1M18	58%
1004	2%	1M22	23%
1006	5%	1M26	39%
1008	3%	1M30	7%
1010	0%	1M34	5%
1012	3%	1M38	7%
1014	0%	1M42	11%
1016	6%	1M46	25%
1018	6%	1M50	5%
1020	6%	1M54	34%
1022	6%	1M58	0%
1024	0%	1M62	12%
1026	0%	1M66	43%
1028	6%	1M70	9%
1030	12%	1M74	40%
1034	6%	1M78	16%
1V94	5%	1M79	16%

Table 2: Percentage of right time departures of CrossCountry services at Coventry

Chiltern Railways is concerned that due to the nature of the CrossCountry service and their interactions with the new shuttle service that overall industry performance will deteriorate further.

Chiltern Railways is concerned about the increase in delay minutes shown in Table 5 between Aynho Junction and Leamington Spa in the down direction. The shuttle service operates between Leamington Spa and Coventry only with only two shunts occurring south of the station. Does this significant increase in delay minutes relate directly to only these two shunts?


The performance modelling report states that small adjustments were made to the Chiltern services to enable the platforming plan at Leamington Spa to be rule compliant. Chiltern Railways has received the December 2017 offer from Network Rail which has only 1 train pair flexed at Leamington Spa. What were these adjustments and have they been included in the December 2017 offer?

The performance report states that there are two mitigations which could reduce the performance impact which could be investigated further. Was this work ever completed?

Have the 'Potential mitigations' shown in Table 13 been implemented in the contingency plan? What impact on performance does each mitigation have?

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Network Change

Section 4.2 states that the Timetable Planning Rules and performance modelling work was completed including the 'infrastructure changes at Milverton and Kenilworth Loop'. Chiltern Railways is concerned as the formal Network Change process has not been followed with services being offered back to the operator before the Network Change and Infrastructure Scheme Plan documents are published. Chiltern Railways requests these services are not granted firm rights until these documents are published and only if the infrastructure provided for December 2017 matches that included in the performance modelling.

Rolling Stock Assumptions

Section 4.5 of Form P states that it is 'assumed that the service will be operated by a Class 153'. Chiltern Railways would like to understand what mitigations are in place should a class 153 not be available for the December 2017 timetable change. Would the introduction of the new service commence in December 2017 or would it be formed of alternative rolling stock? If alternative rolling stock was to be used, Chiltern Railways are concerned about the potential additional performance impact as previous performance modelling work and industry discussions were based on the use of a Class 153.


Chiltern Railways are concerned that a Class 153 will not be sufficient for the number of passengers travelling between Leamington Spa and Coventry. The 'Kenilworth' service departs only 15 minutes in front of the CrossCountry service. The following existing services are severely overcrowded departing Leamington Spa;

- 1M18 05.15 Southampton Central – Manchester Piccadilly (07.14 departure from Leamington Spa)
- 1M22 06.15 Southampton Central – Manchester Piccadilly (08.14 departure from Leamington Spa)
- 1M58 14.45 Bournemouth – Manchester Piccadilly (17.14 departure from Leamington Spa)
- 1M62 15.45 Bournemouth – Manchester Piccadilly (18.14 departure from Leamington Spa)

The concern is that with the large volumes of people travelling from Leamington Spa to Coventry that passengers will be left behind at Kenilworth unable to board the train.

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Conclusion

Chiltern Railways is supportive of the new station and the introduction of the new service in principle. Chiltern Railways does have concerns regarding industry performance following the introduction of the new service as the service does not meet the Timetable Planning Rules and no formal Network Change has been published. The introduction of this new service over an already congested route will have an impact on our ability to meet our Franchise Agreed PPM MAA target of 93.75% and our ORR PPM MAA target of 94.00%.

Chiltern Railways looks forward to receiving a response to the questions and concerns raised in this letter.

Yours sincerely,




Simon Moore
Network Development Manager

Cc: James Carter, Ian Williams, Bevis Thomas, Julia Stanyard

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