

**From:** James Carter  
**Sent:** 08 August 2017 12:07  
**To:** Holder, Rob (GWR)  
**Cc:** Williams, Ian; Satchwell Carew  
**Subject:** RE: London Midland Proposed 5th Supplemental Agreement

Good morning Robert,

Thanks for your e-mail. I've attached a copy of the most recent version of the RailSys modelling work undertaken for the proposed Kenilworth service.

The analysis of modelled delay minutes is split by line section and also direction in Table 6 (Page 24), and shows that the predicted performance impact in the Up direction at Leamington Spa is lower than in the Down Direction at Coventry. This is partly because in the proposed timetable the shuttle runs behind the southbound XC services in the Up direction (whereas it runs in front of the northbound XC service in the Down direction, which carries slightly more risk), and with the proposed infrastructure interventions at Leamington Spa the shuttle will be able to run directly from the Kenilworth direction into Platform 4, which reduces the performance risk at Leamington Station. The use of Milverton Jn as a regulating point for the shuttle service also minimises the performance impact on Chiltern services on the DCL.

A comparison of the two modelled scenarios (ie. the May 2016 'base' versus the May 2016 'base + shuttle service') shows a predicted additional 9 minutes overall delay per day between Kenilworth and Milverton Jn in the Up direction, which reduces to 3 minutes at Leamington Spa for the aforementioned reasons.

For info, Tracsys did actually specifically model the potential performance impact on GWR's services. The results are shown in Table 4 and show a potential 28 second increase in delay minutes per day for GWR's Class 2 services, and an additional one second delay per day for GWR Class 1 services.

Hope this is useful.

JC

James Carter  
Network Access Manager



102 New Street, Birmingham, B2 4HQ



**From:** Satchwell Carew  
**Sent:** 03 August 2017 16:45  
**To:** James Carter  
**Cc:** Williams, Ian  
**Subject:** FW: London Midland Proposed 5th Supplemental Agreement

James,

Please see the attached from Rob Holder.

Cheers

Carew

**Carew Satchwell FIRO**  
Route Contracts Manager, LNW Route

**From:** Rob holder  
**Sent:** 03 August 2017 16:42  
**To:** Satchwell Carew  
**Subject:** RE: London Midland Proposed 5th Supplemental Agreement

Hello Carew,

Thank you for this.

If the performance modelling shows any results for southbound cross country passenger trains and freights heading for Oxford I should be very grateful for sight please.

Many thanks.

Rob

**Robert Holder | Network Access Manager | Great Western Railway**  
1 Milford Street | Swindon | SN1 1HL

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**From:** Satchwell Carew  
**Sent:** 10 July 2017 14:56  
**To:** EXTL: arrivatw.co.uk; chilternrailways.co.uk; crosscountrytrains.co.uk; eastmidlandstrains.co.uk; gtrailway.com; arrivarl.co.uk; merseyrail.org; northernrailway.co.uk; scotrail.co.uk; transport.gov.scot

(Serco) @serco.com>; (SWT) swtrains.co.uk>; (SWT) - TPE firstgroup.com>; virgintrains.co.uk; freightliner.co.uk; gbrailfreight.com; hpuk.co.uk; mdst.co.uk; rfg.org.uk; colasrail.co.uk; harsco.com; deutschebahn.com; drsl.co.uk; britamrail.com; maritimetransport.com; railopsgroup.co.uk>; victa-railfreight.com; britamrail.com; geldardconsulting.com; gbrailfreight.com; highspeed1.co.uk; drsl.co.uk; gwr.com; gbrailfreight.com; alliancerail.co.uk; marybonar.com; tir-ltd.co.uk; Alliancerail.co.uk; hs2.org.uk; orr.gsi.gov.uk; PassengerServices\_Access&Operations@dft.gsi.gov.uk <networkrail.co.uk>; london.gov.uk; tfl.gov.uk merseytravel.gov.uk; merseytravel.gov.uk; centro.org.uk; londontravelwatch.org.uk; passengerfocus.org.uk; Regulatory Reform New TAC/SA Info  
**Subject:** FW: London Midland Proposed 5th Supplemental Agreement

Good afternoon,

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

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

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

If you wish to respond to the proposal, please can you do so in writing by close of business on Thursday 10<sup>th</sup> August 2017 to [REDACTED]@networkrail.co.uk and copy to [REDACTED]@londonmidland.com and [REDACTED]@orr.gsi.gov.uk

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

Please see the attached documents which relate:

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

For further information please contact James Carter at London Midland.

Regards and best wishes

Carew Satchwell

**Carew Satchwell FIRO**  
Route Contracts Manager, LNW Route