

# **WEST MIDLANDS FRANCHISE**

## **SERVICE LEVEL COMMITMENT 2 (December 2008)**

*Version 6 – 12/06/07*

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## **APPENDIX 1 to Schedule 1.1**

### **Part 1 - Service Level Commitment – General Provisions**

#### **1. CONSTRUCTION**

The following provisions of this Part 1 to this Appendix 1 shall apply in respect of the Service Level Commitment set out in Part 2 to this Appendix 1.

#### **2. DAYS AND TIMES OF DAY**

- 2.1 Except to the extent the context otherwise requires, references to a day mean the period commencing at 0200 on one day and ending at 0159 on the following day and references to Weekdays and particular days of the week shall be construed accordingly.
- 2.2 References to periods of times and periods of days include the times and days such periods start and finish.
- 2.3 All references to time are to the twenty-four hour clock.

#### **3. SERVICES**

- 3.1 Except where expressly indicated to the contrary, references to services, all services or any part or any proportion of services are to be construed as references to the Passenger Services (or the relevant part or proportion thereof) required to be included by the Franchisee in its Timetable pursuant to paragraph 10.2 of Schedule 1.1 of the National Rail Franchise Terms and do not include such Additional Passenger Services as the Franchisee may be permitted to provide from time to time under this Franchise Agreement
- 3.2 Except where expressly indicated to the contrary, where an interval or frequency is specified for a service, such specification shall apply at the departure point for the relevant service.
- 3.3 Except where expressly indicated to the contrary, all services are to run in both directions and the requirements of the Service Level Commitment (including any interval between services, frequency of service or stopping pattern) are to apply in each direction.

- 3.4 Except where expressly indicated to the contrary, references to “Summer” shall mean that period in any year from the last Saturday in May until the third Saturday in September and “Winter” is defined as any period other than “Summer.”

#### **4. STATIONS**

- 4.1 Except where expressly indicated to the contrary and subject always to compliance with the other provisions of the Service Level Commitment (including any maximum Journey Times) nothing in the Service Level Commitment shall prevent services which are required to be included by, or on behalf of, the Franchisee in the Timetable pursuant to [Schedule 1.1 of the National Rail Franchise Terms] calling at any stations which are not specified in the Service Level Commitment or any relevant part of it.
- 4.2 At present there are a number of request stops in this version of the Service Level Commitment. Should the franchisee require to change a station to a request stop then approval should be sought from the DfT Rail Group.

#### **5. CONNECTIONS**

- 5.1 Except where expressly indicated to the contrary, a service which is required to be included in the Timetable shall be provided so as to enable travel between the stations specified without passengers being required to change train. Where a service may be provided by a Connection or where a Connection is required to be provided between two services, the two relevant services must be provided without a further change of train being required.
- 5.2 Except where expressly indicated to the contrary, where Connections are required to be provided by the Franchisee, the Franchisee shall ensure that the interval or waiting period between the two relevant services is of a sufficient duration to allow passengers a reasonable period of time to transfer between such services. For certain locations guidance on these times can be found in the Network Rail Rules of the Plan or in the station index of the National Rail timetable.
- 5.3 Except where expressly indicated to the contrary, where services are subject to maximum Journey Times, such Journey Times shall not apply where the services are required to be, or may be, provided by Connections.

#### **6. PEAK AND OFF-PEAK**

- 6.1 Peak means, in relation to any service a Weekday Service (except Christmas and Bank Holidays) which arrives at London Euston or Birmingham New Street or Birmingham Snow Hill, between 0700 and 0959 (the “Morning” Peak) and departs from London Euston or Birmingham New Street or Birmingham Snow Hill, between 1600 and 1859 (the “Evening” Peak).

6.2. Off-Peak means in relation to any service any period which is not Peak.

## **7. BANK HOLIDAYS**

The level of service required to be included in the Timetable for the following days shall, except to the extent the DfT otherwise agrees, be as follows:

<b>24 December:</b>	A reduced or altered service may be operated after 1300 with a shutdown after 2200;
<b>Christmas Day and Boxing Day:</b>	No services are required to be operated;
<b>Weekdays falling between Christmas and New Year:</b>	Saturday service to operate;
<b>New Year's Day:</b>	Sunday service to operate, unless otherwise shown in the Service Level Commitment; and
<b>Other Bank Holidays:</b>	Saturday service to operate.

### **New Years Eve**

Currently, no additional services are run in conjunction with Transport for London (TfL) on New Years Eve and into New Year's morning. TfL may seek to introduce such services in the future.

It is at the discretion of the train operator to enter into such arrangements with TfL and determine the operational arrangements for such additional services on New Years Eve.

## **8. SERVICE INTERVALS**

8.1 Except where expressly indicated to the contrary, where the Franchisee is required to include within the Timetable, services for a specified period (which period shall commence and end with an Early Service or Late Service), with a specified interval between each such service during such period, then the following shall apply:

(a) the minimum number of services to be included in the Timetable in such period shall be determined in accordance with the following formula:

$$S = \frac{TM}{IM}$$

where:

- S is the minimum number of services to be included in the Timetable;
- TM is the total minutes in the specified period; and
- IM is the number of minutes in the specified interval, rounded down to the nearest whole number;
- (b) the interval between any two services during such period may be extended by:
- (i) five minutes; or,
  - (ii) if greater, an amount of minutes equivalent to one-sixth of the specified interval between each service rounded down to the nearest whole number,
- subject to the other provisions of this paragraph 8.1 and such extension not exceeding ten minutes;
- (c) the interval between any two services may be reduced, subject to the other provisions of this paragraph 8.1, the interval between each service required in accordance with paragraph 8.1(a) for such period, by such amount as the Franchisee may determine;
- (d) the interval between services during such specified period shall be such that, for any period which occurs during such specified period and has a duration equivalent to:
- $$((4 \times SI) + E) \text{ minutes}$$
- where:
- SI is equal to the specified interval between such services; and
- E is equal to the extension permitted to such interval under paragraph 8.1(b),
- at least four services shall be included in the Timetable in such period; and
- (e) the intervals between the start of such period of time and the first service in such period (save where such period of time starts with an Early Service) and between the last service in such period and the end of such period (save where such period of time ends with a Late Service) shall each be no more than the interval between each service specified for such period and (save where such period of time starts and/or ends with an Early Service/Late Service) one of such intervals shall be no more than half such interval between each service.
- 8.2 Except where expressly indicated to the contrary, where one period ends and another period begins immediately thereafter and services are specified at different intervals for each such period, the maximum interval between the last service in the first period and the first service in the second period shall be the longer of the maximum intervals allowed for each such period.

## **9. ENGINEERING ACCESS**

- 9.1 The principles and cyclical programme developed for engineering access will be incorporated into both the Track Access Agreement (TAA) and Rules of the Route (ROTR) for the West Midlands franchise.

## **10      Part 2 Service Level Commitment**

### **Section 1 – West Midlands Snow Hill Services**

- Route A:**      **Birmingham Snow Hill – Shirley/Henley-in-Arden/Stratford-upon-Avon**
- Route B:**      **Birmingham Snow Hill – Dorridge/Leamington Spa/Stratford-upon-Avon**
- Route C:**      **(left blank)**
- Route D:**      **Birmingham Snow Hill – Stourbridge Junction – Kidderminster/Bromsgrove  
– Worcester/Great Malvern**
- Route E:**      **Stourbridge Junction – Stourbridge Town**

### **Section 2 – Trent Valley Services**

- Route AA:**    **Stoke-on-Trent – Stafford** (*Rail Replacement bus service*)
- Route F:**      **Coventry - Nuneaton**
- Route G:**      **London Euston - Rugby - Nuneaton – Stafford – Stone - Stoke-on-Trent  
Crewe**

### **Section 3 – West Midlands New Street Local Services**

- Route H:**      **Birmingham New Street - Wolverhampton - Stafford**
- Route I:**      **Northampton - Rugby - Birmingham New Street**
- Route J1:**     **Coventry - Birmingham New Street**
- Route J2:**     **Birmingham New Street - Walsall/Hednesford (WM) – Rugeley Trent Valley**
- Route K:**      **(left blank)**
- Route L:**      **Lichfield Trent Valley - Blake Street – Birmingham New Street - Longbridge  
– Redditch**
- Route M1:**    **Hereford/Great Malvern – Worcester – Birmingham New Street (via  
Bromsgrove)**
- Route M2:**    **Worcester – Gloucester** (*limited service*)



**Section 4 – West Midlands Inter Urban Services**

**Route N:** (left blank)

**Route O:** Birmingham New Street/Wolverhampton - Wellington/Shrewsbury

**Route P:** Birmingham New Street - Crewe – Liverpool Lime Street

**Section 5 – WCML Commuter: London to Northampton**

**Route Q:** London Euston – Northampton

**Section 6 – WCML Branch Line Services**

**Route R:** Watford Junction - St Albans Abbey

**Route S:** Bedford – Bletchley



**Route A      BIRMINGHAM SNOW HILL – SHIRLEY/HENLEY-IN-  
ARDEN/STRATFORD-UPON-AVON**

**1.      Route Definition**

- 1.1      Services shall be provided between Birmingham Snow Hill and Shirley, calling at Birmingham Moor Street, Small Heath, Tyseley, Spring Road, Hall Green, and Yardley Wood.
- 1.2      Limited stops shall be made at Bordesley.
- 1.3      Services shall be extended to Stratford-upon-Avon as specified below.
- 1.4      Services may be linked with services in Route D (Birmingham-Stourbridge Junction-Kidderminster-Worcester) to provide through services across Birmingham.

**2.      Service Pattern – Mondays to Fridays and Saturdays**

**Core Service Specification**

- 2.1      Between and including the Early and Late Services, three services per hour shall be provided between Birmingham Snow Hill and Shirley at 20-minute intervals, calling at the stations specified in Paragraph 1.1. Two services per hour need not call at Small Heath and Tyseley.
- 2.2      Between and including the Early and Late Services, one of the services per hour specified in Paragraph 2.1 shall be extended to or originate from Stratford-upon-Avon, calling at Whitlock's End, Wythall, Earlswood, The Lakes, Wood End, Danzey, Henley-in-Arden, Wootton Waven and Wilmcote.

**Additional Services and Variations**

**From Birmingham – Mondays to Fridays**

- 2.3      Between 0615 and 0759, four services shall be provided from Birmingham Snow Hill to Shirley at an interval not exceeding 45 minutes, calling at the stations specified in Paragraphs 1.1. Three of these services shall be extended to Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2. The first of these services need not call at Earlswood, The Lakes, Wood End, Danzey, Wootton Waven and Wilmcote.

- 2.4 One service departing from Birmingham Snow Hill between 1700 and 1715 shall be extended to Stratford-upon-Avon, calling at Whitlock's End, Wythall and Henley-in-Arden.
- 2.5 One additional service shall be provided from Birmingham Snow Hill to Shirley between 1710 and 1730, calling at the stations specified in Paragraph 1.1.
- 2.6 One additional service shall be provided from Birmingham Snow Hill to Shirley, departing no earlier than 30 minutes after the Late Service, calling at the stations specified in Paragraph 1.1.
- 2.7 After the additional service in Paragraph 2.6, five services shall be provided from Birmingham Snow Hill to Shirley at hourly intervals, calling at the stations specified in Paragraph 1.1. The first of these shall depart from Birmingham Snow Hill no earlier than one hour after the Late Service. Two of these services shall be extended to Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.

**Towards Birmingham – Mondays to Fridays**

- 2.8 Between 0630 and 0859, eight services shall be provided from Shirley to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1, at intervals not exceeding 30 minutes. Four of these services shall originate from Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2; one of these services need not call at Wilmcote, Wootton Wawen, Danzey, Wood End or The Lakes.
- 2.9 The Late Service from Shirley shall originate from Stratford-upon-Avon, calling at Henley-in-Arden. This service need not call at the other stations specified in Paragraph 2.2.
- 2.10 Between 1830 and 1959, four services shall be provided from Shirley to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. Two of these services shall originate from Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.
- 2.11 Between 2000 and 2315, four services shall be provided from Shirley to Birmingham Snow Hill at hourly intervals, calling at the stations specified in Paragraph 1.1. The first and second of these services shall originate from Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.

### **From Birmingham – Saturdays**

- 2.12 Before the Early Service, one service shall be provided from Birmingham Snow Hill to Shirley, calling at the stations specified in paragraph 1.1. This service shall be extended to Stratford-upon-Avon, calling at the stations specified in paragraph 2.2.
- 2.13 One additional service shall be provided from Birmingham Snow Hill to Shirley, departing no earlier than 30 minutes after the Late Service, calling at the stations specified in Paragraph 1.1.
- 2.14 After the additional service in Paragraph 2.13, five services shall be provided from Birmingham Snow Hill to Shirley at hourly intervals, calling at the stations specified in Paragraph 1.1. The first of these shall depart from Birmingham Snow Hill no earlier than one hour after the Late Service. Two of these services shall be extended to Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.

### **Towards Birmingham - Saturdays**

- 2.15 Before the Early Service, four services shall be provided on Saturdays from Shirley to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1, at intervals not exceeding 45 minutes. The first of these services shall depart Shirley no earlier than 0700. Two of these services shall be extended to originate from Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.
- 2.16 The Late Service from Shirley shall originate from Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.
- 2.17 Between 1830 and 1959, two services shall be provided from Shirley to Birmingham Snow Hill at an interval not exceeding 40 minutes, calling at the stations specified in Paragraph 1.1. These services shall originate from Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.
- 2.18 Between 2000 and 2315, four services shall be provided from Shirley to Birmingham Snow Hill at hourly intervals, calling at the stations specified in Paragraph 1.1. The first and second of these services shall originate from Stratford-upon-Avon, calling at the stations specified in Paragraph 2.2.

## **3. Service Pattern - Sundays**

- 3.1 Between the Early and Late Services, an hourly service shall be provided between Birmingham Snow Hill and Shirley, calling at the stations specified in Paragraph 1.1. These services shall be extended to or originate from Stratford-upon-Avon, calling at Wythall, The Lakes, Henley-in-Arden and Wilmcote.

- 3.2 There is no requirement to serve Whitlocks End, Earlswood, Wood End, Danzey and Wootton Wawen on Sundays.

#### **4. Limited Stops**

##### **4.1 Bordesley**

On Mondays to Fridays, Bordesley shall be served as follows:

- (i) by one service departing from Birmingham Snow Hill between 1700 and 1730.
- (ii) by three services departing from Shirley between 0700 and 0800.

## 5. Early and Late Services

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill – Shirley	0830	0830	0945
Shirley-Birmingham Snow Hill	0920	0920	1015

	<i>Late Service departs no earlier than:</i>		
<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill – Shirley	1825	1825	1815
Shirley-Birmingham Snow Hill	1820	1820	1955

## 6. Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill - Stratford-upon-Avon	56 minutes	56 minutes	50 minutes
Stratford-upon-Avon - Birmingham Snow Hill	<b>55 minutes.</b> Three services may take up to 1 hour.	<b>55 minutes.</b> Four services may take up to 58 minutes.	48 minutes
Birmingham Snow Hill – Shirley	<b>22 minutes.</b> Two services may take up to 23 minutes	21 minutes	20 minutes
Shirley – Birmingham Snow Hill	<b>22 minutes.</b> One service may take up to 26 minutes	22 minutes	19 minutes

## **Route B        BIRMINGHAM SNOW HILL – DORRIDGE**

### **1.     Route Definition**

- 1.1     Services shall be provided between Birmingham Snow Hill and Dorridge, calling at Birmingham Moor Street, Small Heath, Tyseley, Acocks Green, Olton, Solihull and Widney Manor.
- 1.2     Services may be linked with services in Route D (Birmingham-Stourbridge Junction-Kidderminster/Bromsgrove-Worcester) to provide through services across Birmingham.

### **2.     Service Pattern – Mondays to Fridays and Saturdays**

#### **Core Service Specification**

- 2.1     Between and including the Early and Late Services, three services per hour shall be provided between Birmingham Snow Hill and Dorridge at 20-minute intervals, calling at the stations specified in Paragraph 1.1.
- 2.2     Two services per hour need not call at Small Heath and Tyseley.

#### **Additional Services and Variations**

##### **From Birmingham – Mondays to Fridays**

- 2.3     Three additional services shall be provided from Birmingham Snow Hill to Dorridge between 0545 and 0714, at half-hourly intervals, calling at the stations specified in Paragraph 1.1. The last of these services shall arrive at Dorridge no later than 1 hour 15 minutes before the Early Service. The first of these services shall be extended to Stratford-upon-Avon, calling at Lapworth, Claverdon, Bearley and Wilmcote. The third of these services shall be extended to Leamington Spa, calling at Lapworth, Hatton, Warwick Parkway and Warwick.
- 2.4     Two additional services shall be provided from Birmingham Snow Hill to Dorridge between 0715 and the Early Service, at half-hourly intervals, calling at the stations specified in Paragraph 1.1. The second of these services shall arrive at Dorridge no later than 20 minutes before the Early Service. One of these services need not call at Small Heath, and one of these services need not call at Small Heath and Tyseley.
- 2.5     One additional service shall be provided from Birmingham Snow Hill to Dorridge between 1730 and 1800, calling at the stations specified in Paragraph 1.1. This service and two other services departing from Birmingham Snow Hill to Dorridge between 1730 and 1859 shall be extended to Leamington Spa, calling at Lapworth, Hatton, Warwick Parkway and

Warwick. The maximum interval between these services shall not exceed 50 minutes.

- 2.6 One additional service shall be provided from Birmingham Snow Hill to Dorridge, calling at the stations specified in Paragraph 1.1, departing no earlier than 30 minutes after the Late Service. This service need not call at Small Heath and Tyseley.
- 2.7 Between 1945 and 2315, four additional services shall be provided from Birmingham Snow Hill to Dorridge at hourly intervals, calling at the stations specified in Paragraph 1.1. The first of these services shall depart no earlier than one hour after the Late Service.

**Towards Birmingham – Mondays to Fridays**

- 2.8 Between 0545 and 0659, three additional services shall be provided from Dorridge to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. Two of these services shall originate from Leamington Spa, calling at Warwick, Warwick Parkway, Hatton and Lapworth.
- 2.9 Between 0700 and 0759, three additional services shall be provided from Dorridge to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1, at a maximum interval between services of 25 minutes. One of these services need not call at Small Heath. One other service need not call at Acocks Green, Tyseley and Small Heath. One of these services shall originate from Leamington Spa, calling at Warwick, Warwick Parkway, Hatton and Lapworth.
- 2.10 Between 0800 up to and including the Early Service, two additional services shall be provided from Dorridge to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. The Early Service shall originate from Leamington Spa, calling at Warwick, Warwick Parkway, Hatton and Lapworth and need not call at Tyseley and Small Heath.
- 2.11 Between the Late Service and 1915, three additional services shall be provided between Dorridge and Birmingham Snow Hill at an interval not exceeding 40 minutes, calling at the stations specified in Paragraph 1.1. The first of these services shall depart Dorridge no earlier than 30 minutes after the Late Service.
- 2.12 Between 1915 and 2245, four additional services shall be provided between Dorridge and Birmingham Snow Hill at hourly intervals, calling at the stations specified in Paragraph 1.1. The last of these services shall depart Dorridge no earlier than 2225.

### **From Birmingham – Saturdays**

- 2.13 Between 0645 and the Early Service, two additional services shall be provided between Birmingham Snow Hill and Dorridge at an interval not exceeding 45 minutes, calling at the stations specified in Paragraph 1.1. The second of these services shall depart Birmingham Snow Hill no later than 30 minutes before the Early Service. One of these services need not call at Small Heath and Tyseley.
- 2.14 Between the Late Service and 2330, six additional services shall be provided between Birmingham Snow Hill and Dorridge, calling at the stations in Paragraph 1.1 at an interval not exceeding 60 minutes.
- 2.15 One additional service shall be provided from Birmingham Snow Hill to Dorridge, calling at the stations specified in Paragraph 1.1, departing Birmingham Snow Hill no earlier than 2330.

### **Towards Birmingham – Saturdays**

- 2.16 Between 0645 and the Early Service, four services shall be provided from Dorridge to Birmingham Snow Hill at an interval not exceeding 40 minutes, calling at the stations specified in Paragraph 1.1. The last of these shall arrive at Birmingham Snow Hill no later than 20 minutes before the Early Service. Two of these services shall originate from Leamington Spa, calling at Warwick, Hatton and Lapworth – one of these services shall also call at Warwick Parkway. One of these services need not call at Small Heath.
- 2.17 Between the Late Service and 1915, one additional service shall be provided from Dorridge to Birmingham Snow Hill calling at the stations specified in Paragraph 1.1, departing Dorridge no earlier than 30 minutes after the Late Service.
- 2.18 Between 1915 and 2245, four additional services shall be provided from Dorridge to Birmingham Snow Hill at hourly intervals, calling at the stations specified in Paragraph 1.1. The first of these services shall depart Dorridge no earlier than one hour after the Late Service.

## **3. Service Pattern - Sundays**

- 3.1 Between and including the Early and Late Services, an hourly service shall be provided between Birmingham Snow Hill and Dorridge, calling at the stations specified in Paragraph 1.1.
- 3.2 There is no requirement to call at Small Heath and Tyseley on Sundays in Route B.



#### 4. Early and Late Services

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill – Dorridge	0845	0845	1120
Dorridge – Birmingham Snow Hill	0855	0915	1050

	<i>Late Service departs no earlier than:</i>		
<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill – Dorridge	1840	1815	1750
Dorridge – Birmingham Snow Hill	1725	1825	1725

#### 5. Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill – Dorridge	<b>27 minutes.</b> One service may take up to 29 minutes.	27 minutes	24 minutes
Dorridge – Birmingham Snow Hill	<b>26 minutes.</b> Three services may take up to 29 minutes.	<b>26 minutes.</b> One service may take up to 28 minutes.	23 minutes

**Route C        LEAMINGTON SPA - STRATFORD-UPON-AVON**

This route has intentionally been left blank.

Virtually all services on this route are provided by another operator. See **Route B** for the service specification between Birmingham Snow Hill – Dorridge – Lapworth - Stratford-upon-Avon.

**Route D        BIRMINGHAM SNOW HILL – STOURBRIDGE JUNCTION–  
KIDDERMINSTER– WORCESTER**

**1.        Route Definition**

- 1.1        Services shall be provided between Birmingham Snow Hill and Worcester (Shrub Hill and/or Foregate Street), calling at Jewellery Quarter, The Hawthorns, Smethwick Galton Bridge, Langley Green, Rowley Regis, Old Hill, Cradley Heath, Lye, Stourbridge Junction, Hagley, Blakedown, Kidderminster and Droitwich Spa.
- 1.2        Limited stops shall be made at Hartlebury.
- 1.3        Services may be linked with services in Routes A (Birmingham Snow Hill – Shirley–Stratford-upon-Avon) and B (Birmingham Snow Hill–Dorridge) to provide through services across Birmingham.

**2.        Service Pattern – Mondays to Fridays and Saturdays**

**Core Service Specification**

- 2.1        Between and including the Early and Late Services, services shall be provided between Birmingham Snow Hill and Stourbridge Junction at 10-minute intervals, calling at the stations specified in Paragraph 1.1. Four services per hour need not call at Langley Green, Old Hill or Lye.
- 2.2        Between and including the Early and Late Services, **two** of the services per hour specified in Paragraph 2.1 shall be extended to or originate from Kidderminster, calling at Hagley and Blakedown. **One service per hour need not call at Hagley and Blakedown.**
- 2.3        Between and including the Early and Late Services, two of the services per hour specified in Paragraph 2.1 shall be extended to or originate from Worcester, calling at Hagley, Blakedown, Kidderminster and Droitwich Spa. One service per hour need not call at Hagley and Blakedown. Services may run to or originate from Worcester Shrub Hill and Worcester Foregate Street alternately. Some services shall be extended beyond Worcester to and from Great Malvern, as specified below.

## **Additional Services and Variations - Mondays to Fridays**

### **From Birmingham**

- 2.4 Between 0600 and the Early Service, three services shall be provided from Birmingham Snow Hill to Worcester at half-hourly intervals, calling at the stations specified in Paragraphs 1.1 and 2.3. The last of these services shall depart Birmingham Snow Hill no later than 30 minutes before the Early Service. One of these services shall be extended to Great Malvern, calling at Malvern Link.
- 2.5 Between 0700 and the Early Service, two services shall be provided from Birmingham Snow Hill to Stourbridge Junction, calling at the stations specified in Paragraph 1.1. The second of these services shall depart Birmingham Snow Hill no later than 10 minutes before the Early Service. One of these services need not call at Langley Green, Old Hill and Lye.
- 2.6 Between the Early Service and 0900, one of the services specified in Paragraph 2.1 shall be extended to Kidderminster, calling at Hagley and Blakedown.
- 2.7 Between 0900 and 1200, two of the services departing from Birmingham Snow Hill specified in Paragraph 2.3 shall be extended to Great Malvern, calling at Malvern Link.
- 2.8 On Mondays to Fridays between 1700 and the Late Service, three of the services specified in Paragraph 2.1 shall be extended to Kidderminster calling at Hagley and Blakedown.
- 2.9 Between 1700 and the Late Service, three of the services specified in Paragraph 2.1 shall be extended to Worcester, calling at Hagley, Blakedown, Kidderminster and Droitwich Spa. Two of these services shall call additionally at Hartlebury.
- 2.10 Between the Late Service and 1900, three services shall be provided from Birmingham Snow Hill to Stourbridge Junction at an interval not exceeding 20 minutes, calling at the stations specified in Paragraph 1.1. One of these services shall be extended to Kidderminster calling at Hagley and Blakedown, and one service shall be extended to Worcester calling at Hagley, Blakedown, Kidderminster and Droitwich Spa.
- 2.11 Between 1900 and 1945, two services shall be provided from Birmingham Snow Hill to Stourbridge Junction at an interval not exceeding 30 minutes, calling at the stations specified in Paragraph 1.1. One of these services shall be extended to Worcester calling at Hagley, Blakedown, Kidderminster and Droitwich Spa; one of these services need not call at Langley Green, Old Hill and Lye.

- 2.12 Between 1945 and 2300, seven services shall be provided from Birmingham Snow Hill to Stourbridge Junction at an interval not exceeding 30 minutes, calling at the stations specified in Paragraph 1.1. One service per hour shall be extended to Worcester calling at Hagley, Blakedown, Kidderminster and Droitwich Spa; one of these latter services shall be extended to Great Malvern and depart Birmingham Snow Hill not earlier than 2145, calling additionally at Malvern Link.

### **Towards Birmingham**

- 2.13 Between 0545 and 0730, four services shall be provided from Stourbridge Junction to Birmingham Snow Hill at intervals not exceeding 30 minutes, calling at the stations specified in Paragraph 1.1. Three of these services shall originate from Worcester calling at Droitwich Spa, Kidderminster, Blakedown and Hagley; two of these latter services shall call additionally at Hartlebury and one of these latter services need not call at Blakedown and Hagley.
- 2.14 Between 0730 up to and including the Early Service, three services shall be provided from Stourbridge Junction to Birmingham Snow Hill at an interval not exceeding 15 minutes, calling at the stations specified in Paragraph 1.1. One of these services shall originate from Kidderminster calling at Blakedown and Hagley; and one of these services shall originate from Worcester calling at Droitwich Spa, Hartlebury, Kidderminster, Blakedown and Hagley.
- 2.15 Between the Early Service and 0900 arrival time at Birmingham Snow Hill, two of the services specified in Paragraph 2.2 may originate from Kidderminster, calling at Blakedown and Hagley.
- 2.16 Between 0900 and 1400, three of the services specified in Paragraph 2.3 shall originate from Great Malvern, calling at Malvern Link.
- 2.17 Between 1630 and 1700, one additional service shall be provided from Stourbridge Junction to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. This service may originate from Worcester, calling at Droitwich Spa, Kidderminster, Blakedown and Hagley.
- 2.18 Between 1700 and 1815, three of the services specified in Paragraph 2.2 shall originate from Kidderminster, calling at Blakedown and Hagley. One of these services need not call at Blakedown and Hagley.
- 2.19 Between the Late Service and 1915, two services shall be provided from Stourbridge Junction to Birmingham Snow Hill, calling at the stations in Paragraph 1.1. One of these services shall originate from Worcester, calling at Droitwich Spa, Kidderminster, Blakedown and Hagley. One of these services shall originate from Kidderminster, calling at Blakedown and Hagley; and need not call at Lye, Old Hill and Langley Green.

- 2.20 Between 1915 and 2300, eight services shall be provided at half-hourly intervals from Stourbridge Junction to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. One service per hour shall originate from Worcester, calling at Droitwich Spa, Kidderminster, Blakedown and Hagley.

### **Additional Services and Variations - Saturdays**

#### **From Birmingham**

- 2.21 Between 0615 and the Early Service, five services shall be provided from Birmingham Snow Hill to Stourbridge Junction at an interval not exceeding 35 minutes, calling at the stations specified in Paragraph 1.1. The last of these services shall depart Birmingham Snow Hill no later than 10 minutes before the Early Service. Three of these services shall be extended to Worcester, calling at Hagley, Blakedown, Kidderminster and Droitwich Spa; and one of these services shall be extended additionally to Great Malvern, departing Birmingham Snow Hill between 0645 and 0715, calling at Malvern Link. One service need not call at Langley Green, Old Hill and Lye.
- 2.22 Between 0800 and the Early Service, a service shall be provided from Birmingham Snow Hill to Stourbridge Junction, calling at the stations specified in Paragraph 1.1. This service shall depart Birmingham Snow Hill no later than 40 minutes before the Early Service.
- 2.23 Between 0900 and 2030, services specified in Paragraph 2.3 shall be extended to Great Malvern, calling at Malvern Link, as follows:
- (a) Four services shall be provided between 0900 and 1629 from Birmingham Snow Hill to Great Malvern at two-hourly intervals;
  - (b) Two services shall be provided between 1630 and 2030 from Birmingham Snow Hill to Great Malvern, at an interval not exceeding three hours.
- 2.24 Between the Late Service and 2300, nine services shall be provided from Birmingham Snow Hill to Stourbridge Junction at an interval not exceeding 30 minutes, calling at the stations specified in Paragraph 1.1. One of these services per hour shall be extended to Worcester calling at Hagley, Blakedown, Kidderminster and Droitwich Spa; one of these services shall be extended to Great Malvern, calling at Malvern Link, to depart not earlier than 2145 from Birmingham Snow Hill to Great Malvern. The first of these services shall depart Birmingham Snow Hill no later than 30 minutes after the Late Service. Two services may have an interval of up to 40 minutes.
- 2.25 Between 2300 and 2330, a service shall be provided from Birmingham New Street to Stourbridge Junction, calling at the stations specified in Paragraph 1.1.

### **Towards Birmingham**

- 2.26 Between 0600 and 0630 a service shall be provided from Stourbridge Junction to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. This service shall originate from Worcester, calling at Droitwich Spa, Kidderminster, Blakedown and Hagley.
- 2.27 Between 0700 and 0859, excluding the Early Service, seven services shall be provided from Stourbridge Junction to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1, subject to the following:
- (a) One service shall originate from Great Malvern, to arrive at Birmingham Snow Hill by 0900, calling at Malvern Link, Worcester Foregate Street, Worcester Shrub Hill and all intermediate stations specified in Paragraph 1.1 to Stourbridge Junction;
  - (b) Three services shall originate from Worcester, calling at all intermediate stations specified in Paragraph 1.1 to Stourbridge Junction.
  - (c) One service shall originate from Kidderminster.
  - (d) Three of these services need not call at Lye, Old Hill and Langley Green, subject to the maximum interval between services at these stations not exceeding 30 minutes.
  - (e) Services originating from Stourbridge Junction or Kidderminster shall be provided at half-hourly intervals at Stourbridge Junction.
- 2.28 Between 0800 and 2030, services specified in Paragraph 2.3 shall originate from Great Malvern, calling at Malvern Link, as follows:
- (a) One service shall be provided between 0800 and 0859 from Great Malvern;
  - (b) Four services shall be provided between 1100 and 1759 from Great Malvern, at an interval not exceeding three hours;
  - (c) One service shall be provided between 1800 and 1859 from Great Malvern.
- 2.29 Between the Late Service and 1900, a service shall be provided from Stourbridge Junction to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. This service shall originate from Worcester, calling at Droitwich Spa and Kidderminster; and need not call at Lye, Old Hill and Langley Green. This service shall depart Stourbridge Junction no later than **25** minutes after the Late Service.
- 2.30 Between the Late Service and 2300, nine services shall be provided from Stourbridge Junction to Birmingham Snow Hill at half-hourly intervals, calling at the stations specified in Paragraph 1.1. One service per hour shall originate from Worcester, calling at Droitwich Spa, Kidderminster, Blakedown and Hagley; One of these services shall originate from Great Malvern, departing not earlier than 2115, calling at Malvern Link. One service shall start back from Kidderminster, calling at Blakedown and Hagley. The first of these services shall depart Stourbridge Junction no

earlier than 30 minutes after the Late Service.

- 2.31 Between 2300 and 2330, a service shall be provided from Stourbridge Junction to Birmingham Snow Hill, calling at the stations specified in Paragraph 1.1. This service shall originate from Worcester, calling at Droitwich Spa, Kidderminster, Blakedown and Hagley, and need not call at Lye, Cradley Heath, Old Hill, Rowley Regis, Smethwick Galton Bridge, The Hawthorns and Jewellery Quarter.

### **3. Service Pattern - Sundays**

#### **Core Service Specification**

- 3.1 Between and including the Early and Late Services, services shall be provided from Birmingham Snow Hill to Stourbridge Junction at half-hourly intervals, calling at the stations specified in Paragraph 1.1. One service per hour shall be extended to Worcester, calling at Hagley, Blakedown and Droitwich Spa, and need not call at Langley Green, Old Hill and Lye. **Some** services shall be extended beyond Worcester to Great Malvern, calling at Malvern Link, as specified below.
- 3.2 Between and including the Early and Late Services, services shall be provided from Stourbridge Junction to Birmingham Snow Hill at half-hourly intervals, calling at the stations specified in Paragraph 1.1. One service per hour shall originate from Worcester, calling at Droitwich Spa, Kidderminster, Blakedown and Hagley, and need not call at Lye, Old Hill and Langley Green. **Some** services from Worcester shall originate from Great Malvern, calling at Malvern Link, as specified below.

#### **Additional Services and Variations – From Birmingham**

- 3.3 Between 0900 and the Early Service, one additional service shall be provided from Birmingham Snow Hill to Stourbridge Junction, calling at the stations specified in Paragraph 1.1. This service shall be extended to Great Malvern, calling at Hagley, Kidderminster and Droitwich Spa, Worcester Shrub Hill, Worcester Foregate Street and Malvern Link. This service need not call at Langley Green, Old Hill and Lye.
- 3.4 Between 1000 and 1259, two of the services specified in Paragraph 3.1 departing from Birmingham Snow Hill to Worcester shall be extended to Great Malvern at an interval of two hours, calling at Malvern Link. This shall include the Early Service.
- 3.5 Between 1700 and 1730, an additional service shall be provided from Birmingham Snow Hill to Worcester, calling at Stourbridge Junction, Hagley, Kidderminster and Droitwich Spa.
- 3.6 Between the Late Service and 2029, two services shall be provided from Birmingham Snow Hill to Stourbridge Junction, calling at the stations



specified in Paragraph 1.1. These services shall be extended to Worcester, calling at Hagley, Kidderminster and Droitwich Spa, and need not call at Langley Green, Old Hill and Lye. One of these services shall be extended to Great Malvern and depart Birmingham Snow Hill between 2000 and 2029, calling at Malvern Link. The first of these services shall depart Birmingham Snow Hill no earlier than one hour after the Late Service.

- 3.7 Between 2030 and 2300, two services shall be provided from Birmingham Snow Hill to Stourbridge Junction at an interval not exceeding 1 hour 15 minutes, calling at the stations specified in Paragraph 1.1. These services shall be extended to Worcester, calling at Hagley, Kidderminster and Droitwich Spa, and need not call at Langley Green, Old Hill and Lye. The first of these services shall be extended to Great Malvern and depart Birmingham Snow Hill not earlier than 2130, calling additionally at Malvern Link.

#### **Additional Services and Variations – Towards Birmingham**

- 3.8 Between 1530 and 1600, an additional service shall be provided from Worcester to Birmingham Snow Hill, calling at Droitwich Spa, Kidderminster, Hagley, Stourbridge Junction and Smethwick Galton Bridge.
- 3.9 Between 0945 and 1215, three of the services specified in Paragraph 3.2 departing from Worcester to Birmingham Snow Hill shall originate from Great Malvern, calling at Malvern Link. These services shall be provided at hourly intervals.
- 3.10 Between the Late Service and 2300, five services shall be provided from Stourbridge Junction to Birmingham Snow Hill at hourly intervals, calling at the stations specified in Paragraph 1.1. These services shall start back from Worcester, calling at Droitwich Spa, Kidderminster and Hagley, and need not call at Lye, Old Hill or Langley Green. The last of these services shall originate from Great Malvern and depart from that station not earlier than 2145, calling additionally at Malvern Link. The first of these services shall depart Stourbridge Junction no earlier than one hour after the Late Service.

#### **4. Limited Stops**

##### **4.1 Hartlebury - Mondays to Fridays**

On Mondays to Fridays, Hartlebury shall be served as follows:

- (a) Between 0645 and 0915 by three services from Birmingham Snow Hill.
- (b) Between 1630 and 1830 by three services from Birmingham Snow Hill.
- (c) Between 0600 and 0800 by three services from Worcester.
- (d) Between 1600 and 1900 by three services from Worcester.

#### 4.2 Hartlebury - Saturdays

On Saturdays, Hartlebury shall be served as follows:

- (a) Between 0600 and 0700 by one service from Birmingham Snow Hill.
- (b) Between 1630 and 1830 by four services from Birmingham Snow Hill.
- (c) Between 0600 and 0830 by three services from Worcester.
- (d) Between 1600 and 1900 by three services from Worcester

#### 4. Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill – Stourbridge Junction	0820	0910	1045
Stourbridge Junction – Birmingham Snow Hill	0830	0930	1025

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham Snow Hill – Stourbridge Junction	1800	1830	1815
Stourbridge Junction – Birmingham Snow Hill	1820	1820	1750

**5. Maximum Journey Times**

<i><b>Route</b></i>	<i><b>Monday - Friday</b></i>	<i><b>Saturday</b></i>	<i><b>Sunday</b></i>
Birmingham Snow Hill – Stourbridge Junction	<b>29 minutes.</b> One service may take up to 31 minutes	29 minutes	29 minutes
Stourbridge Junction – Birmingham Snow Hill	<b>32 minutes.</b> One service may take up to 37 minutes.	31 minutes	30 minutes
Birmingham Snow Hill – Worcester (Shrub Hill or Foregate Street)	<b>1 hour 1 minute.</b> Five services may take up to 1 hour 4 minutes. One further service may take up to 1 hour 10 minutes.	<b>1 hour 1 minute.</b> Four services may take up to 1 hour 3 minutes.	<b>55 minutes.</b> Five services may take up to 1 hour 2 minutes.
Worcester (Shrub Hill or Foregate Street) - Birmingham Snow Hill	<b>1 hour 3 minutes.</b> Six services may take up to 1 hour 9 minutes.	<b>1 hour 2 minutes.</b> Four services may take up to 1 hour 7 minutes.	<b>57 minutes.</b> Two services may take up to 1 hour 4 minutes

## **Route E        STOURBRIDGE JUNCTION – STOURBRIDGE TOWN**

### **1.        Route Definition**

- 1.1        Services shall be provided between Stourbridge Junction and Stourbridge Town.
- 1.2        The operator shall use reasonable endeavours to ensure that services arriving at Stourbridge Junction from Stourbridge Town shall connect with services arriving and departing Stourbridge Junction to and from Birmingham and Kidderminster.

### **2.        Service Pattern – Mondays to Fridays and Saturdays**

- 2.1 <sup>i</sup>        Between and including the Early and Late Services, six services per hour shall be provided between Stourbridge Junction and Stourbridge Town, except where specified otherwise in the time periods in the tables below:

Services from Stourbridge Junction between:	Number of trains to be provided in time period on Mondays to Fridays:	Number of trains to be provided in time period on Saturdays:
0500-0559	2	1
0600-0659	N/A	2
2200-2259	5	5
2300-2359	4	4

Services from Stourbridge Town between:	Number of trains to be provided in time period on Mondays to Fridays:	Number of trains to be provided in time period on Saturdays:
0500-0559	1	N/A
0600-0659	N/A	3
0700-0759	N/A	5
2200-2259	N/A	5
2300-2359	4	4

### **3.        Service Pattern – Sundays**

- 3.1        Between and including the Early and Late Services, four services per hour shall be provided between Stourbridge Junction and Stourbridge Town, except where specified otherwise in the time periods in the tables below:

Services from Stourbridge Junction between:	Number of trains to be provided in time period on Sundays:
0900-0959	1

Services from Stourbridge Town between:	Number of trains to be provided in time period on Sundays:
0900-0959	1

#### 4. Limited Stops

There is no requirement for Limited Stops on this route.

#### 5. Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Stourbridge Junction – Stourbridge Town	0615	0715	1005
Stourbridge Town – Stourbridge Junction	0610	0810	1015

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Stourbridge Junction – Stourbridge Town	2155	2155	1945
Stourbridge Town – Stourbridge Junction	2250	2250	1950

#### 6. Maximum Journey Times

No requirement.

**Route AA      WCRM RAIL REPLACEMENT BUS SERVICES**  
**STAFFORD - STOKE-ON-TRENT via Stone**  
**STAFFORD - NORTON BRIDGE - STONE**

**1.      Route Definition**

- 1.1      Bus services shall be provided between Stafford and Stoke-on-Trent, calling at Norton Bridge, Stone, Barlaston, Wedgwood and Stoke-on-Trent.
- 1.2      Services shall be planned to provide access to the National Rail network by providing connections at Stafford, Stone and Stoke-on-Trent for passengers to or from Barlaston, Wedgwood and Norton Bridge.

**2.      Service Pattern – Stafford to Stoke-on-Trent**

**Mondays to Fridays and Saturdays**

- 2.1      On Mondays to Fridays, between and including the early and late bus services, six bus services shall be provided from Stafford to Stoke-on-Trent at two-hourly intervals, calling at the stations specified in Paragraph 1.1. One interval of three hours between 1000 and 1500 may be permitted.
- 2.2      On Saturdays, between and including the early and late bus services, six bus services shall be provided between Stafford and Stoke-on-Trent at two-hourly intervals, calling at the stations specified in Paragraph 1.1. One interval of three hours between 1000 and 1500 may be permitted.

**3.      Service Pattern – Sundays**

There is no requirement for this bus service on Sundays.

**4.      Limited Stops**

There is no requirement for Limited Stops on these bus services.

**5.      Early and Late bus services**

	<i>Early bus service arrives at destination no later than:</i>		
<b>Route</b>	<i><b>Monday - Friday</b></i>	<i><b>Saturday</b></i>	<i><b>Sunday</b></i>
Stafford - Stoke-on-Trent	0800	0800	N/A
Stoke-on-Trent - Stafford	0800	0800	N/A

	<i>Late bus service departs no earlier than:</i>		
<i>Route</i>	<i>Monday - Friday</i>	<i>Saturday</i>	<i>Sunday</i>
Stafford - Stoke-on-Trent	1700	1700	N/A
Stoke-on-Trent - Stafford	1700	1700	N/A

## 67. Maximum Journey Times

There is no requirement for Maximum Journey Time to be specified on this route.

## 7. Indicative Timetable showing connections at Stone:

Stoke on Trent	0630	0830	1030	1230	1530	1730
Wedgewood	X	X	X	X	X	X
Barlaston	X	X	X	X	X	X
Stone	0655	0855	1055	1255	1555	1755
<i>Stone (rail n.b.)</i>	-	<i>0905</i>	<i>1105</i>	<i>1305</i>	<i>1605</i>	-
<i>Stone (rail s.b.)</i>	<i>0702</i>	<i>0902</i>	<i>1102</i>	<i>1302</i>	<i>1602</i>	<i>1802</i>
Stone	0710	0910	1110	1310	1610	1810
Norton Bridge	X	X	X	X	X	X
Stafford	0755	0955	1155	1355	1655	1855

Stafford	0610	0810	1010	1310	1510	1710
Norton Bridge	X	X	X	X	X	X
Stone	0655	0855	1055	1355	1555	1755
<i>Stone (rail n.b.)</i>	-	<i>0905</i>	<i>1105</i>	<i>1405</i>	<i>1605</i>	-
<i>Stone (rail s.b.)</i>	<i>0702</i>	<i>0902</i>	<i>1102</i>	<i>1402</i>	<i>1602</i>	<i>1802</i>
Stone	0710	0910	1110	1410	1610	1810
Barlaston	X	X	X	X	X	X
Wedgewood	X	X	X	X	X	X
Stoke on Trent	0735	0935	1135	1435	1635	1835

**6. Early and Late bus services**

	<i>Early bus service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Stafford - Stoke-on-Trent	0900	1100	N/A
Stoke-on-Trent - Stafford	0915	0915	N/A

	<i>Late bus service departs no earlier than:</i>		
<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Stafford - Stoke-on-Trent	1930	1930	N/A
Stoke-on-Trent - Stafford	1745	1745	N/A

**7. Maximum Journey Times**

There is no requirement for Maximum Journey Time to be specified on this route.



## **Route F            COVENTRY – NUNEATON**

### **1.        Route Definition**

- 1.1        Services shall be provided between Coventry and Nuneaton, calling at Bedworth.

### **2.        Service Pattern – Mondays to Fridays and Saturdays**

- 2.1        Between and including the Early and Late Services, services shall be provided between Coventry and Nuneaton at hourly intervals, calling at Bedworth.
- 2.2        On Mondays to Fridays, one additional service shall be provided from Coventry to Nuneaton between 2130 and 2200, after the Late Service, calling at Bedworth.
- 2.3        On Saturdays, three additional services shall be provided from Coventry to Nuneaton between 1830 and 2200, after the Late Service, calling at Bedworth. The interval between each of these services may be extended up to 1 hour 30 minutes.
- 2.4        On Mondays to Fridays and Saturdays, two additional services shall be provided from Nuneaton to Coventry between 2030 and 2300, after the Late Service, calling at Bedworth. The second of these services shall depart Nuneaton not earlier than 2220.

### **3.        Service Pattern – Sundays**

- 3.1        Between and including the Early and Late Services, services shall be provided between Coventry and Nuneaton at hourly intervals, calling at Bedworth.
- 3.2        One additional service shall be provided from Coventry to Nuneaton between 1100 and 1200 and may operate up to two hours before the Early Service.
- 3.3        After the Late Service, one additional service shall be provided from Coventry to Nuneaton between 1900 and 2000, calling at Bedworth.
- 3.4        One additional service shall be provided from Nuneaton to Coventry between 1130 and 1230 and may operate up to two hours before the Early Service.

- 3.5 After the Late Service, two additional services shall be provided from Nuneaton to Coventry between 1930 and 2200, calling at Bedworth. The interval between these services may be extended up to 2 hours.

#### 4. Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Coventry-Nuneaton	0630	0645	1415
Nuneaton-Coventry	0700	0715	1430

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Coventry-Nuneaton	2015	1700	1730
Nuneaton-Coventry	1945	1745	1745

#### 5. Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Coventry-Nuneaton	20 minutes. One service may take 21 minutes.	20 minutes	20 minutes
Nuneaton-Coventry	20 minutes	20 minutes	20 minutes

**Route G (LONDON EUSTON) - NORTHAMPTON - RUGBY - NUNEATON – STAFFORD – STONE – STOKE-ON-TRENT - CREWE**

**1. Route Definition**

- 1.1 Services shall be provided between Northampton and Crewe, calling at Long Buckby, Rugby, Nuneaton, Atherstone, Tamworth, Lichfield Trent Valley, Rugeley Trent Valley, Stafford, Stone, Stoke-on-Trent, Kidsgrove and Alsager.
- 1.2 Services in Route G shall be linked to services specified in Route Q (London-Northampton), calling at Watford Junction and Milton Keynes Central between London Euston and Northampton, to provide through services between London Euston, Northampton and the Trent Valley, as specified below.
- 1.3 Limited Stops shall be provided at Leighton Buzzard, Bletchley, Wolverton and Polesworth.

**2. Service Pattern – Mondays to Fridays and Saturdays**

**Mondays to Fridays - Northbound**

- 2.1 Between the Early and Late Services, services shall be provided from Northampton to Crewe at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 2.2 Services specified in Paragraph 2.1 shall be extended to depart from London Euston between 0615 and 1600, calling additionally at Watford Junction and Milton Keynes Central. One interval between such services may be extended to one hour 30 minutes between 0615 and 0800. Services in this Paragraph shall be scheduled with services in Route Q (London Euston – Northampton), to provide a half-hourly fast service from London Euston to Northampton, calling at Milton Keynes Central.
- 2.3 Between 1730 and 2100, four additional services shall be provided from Northampton to Rugby at hourly intervals, calling at Long Buckby. These services shall originate from London Euston, calling at Watford Junction and Milton Keynes Central. Services on Route G departing from London Euston between 1630 and 1830 need not call at Watford Junction, provided that a half-hourly service from London Euston to Northampton calling at Watford Junction is provided by services on Route Q.
- 2.4 One additional service shall be provided from Rugby to Stafford between 1745 and 1845, calling at all intermediate stations. This service may start from Northampton.

### **Mondays to Fridays - Southbound**

- 2.5 Between 0500 and 0630, two additional services shall be provided from Rugby to Northampton, calling at Long Buckby. The interval between these services shall be at least 45 minutes. These services shall be extended to London Euston, calling at Milton Keynes Central and Watford Junction.
- 2.6 Between the Early and Late Services, services shall be provided from Crewe to Northampton at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 2.7 Services specified in Paragraph 2.6 shall be extended to London Euston, departing from Northampton between 0830 and 2000, calling additionally at Milton Keynes Central and Watford Junction. Services in this Paragraph shall be scheduled with services in Route Q (Northampton - London Euston), to provide a half-hourly fast service from Northampton to London Euston, calling at Milton Keynes Central.
- 2.8 Between 1815 and 1845, one additional service shall be provided from Crewe to Northampton, calling at the stations specified in Paragraph 1.1.

### **Saturdays - Northbound**

- 2.9 Between 0630 and 0700, one additional service shall be provided from Northampton to Crewe, calling at the stations specified in Paragraph 1.1.
- 2.10 Between the Early and Late Services, services shall be provided from Northampton to Crewe at hourly intervals, calling at the stations specified in Paragraph 1.1. One interval between such services may be extended to one hour 30 minutes, if utilised in Paragraph 2.11.
- 2.11 Services specified in Paragraph 2.1 shall originate from London Euston between 0615 and 1600, calling additionally at Watford Junction and Milton Keynes Central. One interval between such services may be extended to one hour 30 minutes, between 0615 and 0800, provided that the service affected calls additionally at Hemel Hempstead, Berkhamsted, Tring, Cheddington, Leighton Buzzard, Bletchley and Wolverton. Services in this Paragraph shall be scheduled with services in Route Q (London Euston – Northampton), to provide a half-hourly fast service from London Euston to Northampton, calling at Milton Keynes Central.

### **Saturdays – Southbound**

- 2.12 Between the Early and Late Services, services shall be provided from Crewe to Northampton at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 2.13 Services specified in Paragraph 2.12 shall be extended to London Euston, departing from Northampton between 0830 and 1900, calling additionally at Milton Keynes Central and Watford Junction. Services in this Paragraph shall be scheduled with services in Route Q (Northampton - London Euston), to provide a half-hourly fast service from Northampton to London Euston, calling at Milton Keynes Central.

2.14 Between 1815 and 1845, one additional service shall be provided from Crewe to Northampton, calling at the stations specified in Paragraph 1.1.

### **3. Service Pattern – Sundays**

#### **Northbound**

- 3.1 Between the Early and the Late Services, four services shall be provided from London Euston to Crewe at two-hourly intervals, calling at the stations specified in Paragraphs 1.1 and 1.2.
- 3.2 Between 1330 and 2100, five additional services shall be provided from London Euston and Rugby at two-hourly intervals, calling at Watford Junction, Milton Keynes Central, Northampton and Long Buckby. These services shall be scheduled with services specified in Paragraph 3.1, to provide an hourly service from London Euston to Rugby, calling at Watford Junction, Milton Keynes Central, Northampton and Long Buckby.

#### **Southbound**

- 3.3 Between the Early and the Late Services, four services shall be provided from Crewe to London Euston at two-hourly intervals, calling at the stations specified in Paragraphs 1.1 and 1.2.
- 3.4 Between 1200 and 2000, five additional services shall be provided between Rugby and London Euston at two-hourly intervals, calling at Long Buckby, Northampton, Milton Keynes Central and Watford Junction. These services shall be scheduled with services specified in Paragraph 3.3, to provide an hourly service from Rugby to London Euston, calling at Watford Junction, Milton Keynes Central, Northampton and Long Buckby.

### **4. Limited Stops**

#### **4.1 Leighton Buzzard, Bletchley and Wolverton**

Leighton Buzzard, Bletchley and Wolverton shall be served as follows:

- (a) On Mondays to Fridays, these stations shall be served by the four services between London Euston and Rugby specified in Paragraph 2.3. These services are linked to the fast services from London Euston to Northampton specified in Route Q.
- (b) On Mondays to Fridays these stations shall be served by the two services between Rugby and London Euston specified in Paragraph 2.5.
- (c) On Saturdays, these stations shall be served by the service subject to the extended interval of 1 hour 30 minutes specified in Paragraph 2.11.
- (d) On Sundays, all services shall call at Leighton Buzzard.

## 4.2 Polesworth

- (a) Polesworth shall be served by one service per day in one direction, observing the calling pattern specified in Paragraph 1.1.

## 4. Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
London Euston - Northampton - Crewe	0745 *	0845 *	1545
Crewe – Northampton – London Euston	0700 *	1000	1400

*\* from Rugby/Northampton*

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
London Euston - Northampton - Crewe	1940 *	1740 *	2040 *
Crewe – Northampton – London Euston	1820 +	1820 +	1820\$

*\* service shall terminate at Rugby*

*+ service shall terminate at Northampton*

*\$ service may terminate at Northampton*

## 5. Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Northampton - Crewe	1 hour 57 minutes	1 hour 57 minutes	1 hour 57 minutes
Crewe - Northampton	2 hours 8 minutes	2 hours 8 minutes	2 hours 8 minutes

## **Route H        BIRMINGHAM NEW STREET – WOLVERHAMPTON**

### **1.     Route Definition**

- 1.1 Services shall be provided between Birmingham New Street and Wolverhampton, calling at Smethwick Rolfe Street, Smethwick Galton Bridge, Sandwell & Dudley, Dudley Port, Tipton and Coseley.
- 1.2 Services specified in this route may be combined with those in Route J1.
- 1.3 Other services are also provided to Smethwick Galton Bridge and Coseley (**Route P**) and Sandwell & Dudley (**Route O**) within the West Midlands SLC 2.
- 1.4 Services in Route H may skip-stop and omit calls at intermediate stations, provided the total quantum of calls in each hour is maintained at each station as shown in **Appendix 1** of SLC 2. This may necessitate different calling patterns in each direction.

### **2.     Service Pattern - Mondays to Fridays and Saturdays**

- 2.1 Between and including the Early and Late Services, services shall be provided at half-hourly intervals between Birmingham New Street and Wolverhampton, calling at the stations specified in Paragraph 1.1.
- 2.2 On Mondays to Fridays, one additional service shall be provided from Wolverhampton to Birmingham New Street between 0730 and 0800. This service need not call at Sandwell & Dudley.

### **3.     Service Pattern - Sundays**

- 3.1 Between and including the Early and Late Services, services shall be provided at hourly intervals between Birmingham New Street and Wolverhampton, calling at the stations specified in Paragraph 1.1.

#### 4. Early and Late Services

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Wolverhampton	0640	0640	1010
Wolverhampton - Birmingham New Street	0655	0655	0930

	<i>Late Service departs no earlier than:</i>		
<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Wolverhampton	2300	2300	2300
Wolverhampton - Birmingham New Street	2245	2245	2215

#### 5. Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Wolverhampton	<b>24 minutes.</b> One service may take up to 27 minutes.	<b>24 minutes.</b> One service may take up to 26 minutes.	23 minutes
Wolverhampton - Birmingham New Street	24 minutes	24 minutes	24 minutes



## **Route I            NORTHAMPTON - RUGBY - BIRMINGHAM NEW STREET**

### **1.     Route Definition**

- 1.1    Services shall be provided between Northampton and Birmingham New Street calling at stations in accordance with the directional calling patterns specified below.
- 1.2    Limited Stops shall be provided at Long Buckby.
- 1.3    Services in Route I shall be combined with services in Routes J1 (Coventry-Birmingham New Street) to provide services between Northampton-Coventry-Birmingham International-Birmingham New Street. This will necessitate different calling patterns in each direction.
- 1.4    Services in Route I can be combined at Birmingham New Street with services in Route P (Birmingham New Street – Liverpool), to provide cross-Birmingham inter-urban journey opportunities, provided that the SLC 2 service requirements specified below for Route I are met.
- 1.5    Services in Route I can be combined at Northampton with services in Route Q (London Euston-Northampton), to provide cross-Northampton inter-urban journey opportunities, provided that the SLC 2 service requirements specified below for Route I are met.
- 1.6    Additional services to certain stations in Route I are also provided by services specified in Route J1 (Coventry-Birmingham New Street).

### **2.     Service Pattern – Mondays to Fridays and Saturdays**

#### **Towards Birmingham**

- 2.1    Services from Northampton to Birmingham New Street shall call at the stations specified in the directional calling pattern below:

**Service A:** Rugby, Coventry, Canley, Tile Hill, Berkswell, Birmingham International, Marston Green, Lea Hall and Stechford.

**Service B:** Rugby, Coventry, Tile Hill, Hampton-in-Arden, Birmingham International and Marston Green.

- 2.2    Between and including the Early and Late Services, one service per hour shall be provided from Northampton to Birmingham New Street, calling at the stations as specified for each of the directional calling patterns for Service A and Service B in Paragraph 2.1. All services arriving in Birmingham New Street between 0700 and 0959 shall also call at Long Buckby.

- 2.3 On Mondays to Fridays, one additional service shall be provided from Northampton to Birmingham New Street between 0500 and 0530, calling at Long Buckby, Rugby, Coventry, Tile Hill, Hampton-in-Arden, Birmingham International and Marston Green.
- 2.4 One additional service shall be provided from Northampton to Coventry between 2245 and 2315, calling at Long Buckby and Rugby.

### **From Birmingham**

- 2.5 Services from Northampton to Birmingham New Street shall call at the stations specified in the directional calling pattern below:

**Service A:** Marston Green, Birmingham International, Berkswell, Tile Hill, Canley, Coventry and Rugby.

**Service B:** Marston Green, Birmingham International, Hampton-in-Arden, Tile Hill, Coventry and Rugby.

- 2.6 Between and including the Early and Late Services, one service per hour shall be provided from Birmingham New Street to Northampton, calling at the stations as specified for each of the directional calling patterns for Service A and Service B in Paragraph 2.5. All services departing from Birmingham New Street between 1600 and 1859 shall also call at Long Buckby.
- 2.7 On Mondays to Fridays, before the Early Service, one additional service shall be provided between 0545 and 0615 from Birmingham New Street to Northampton, calling at Marston Green, Birmingham International, Berkswell, Tile Hill, Canley, Coventry, Rugby and Long Buckby.
- 2.8 After the Late Service, two additional services shall be provided from Birmingham New Street to Northampton at hourly intervals, calling at the stations specified in Paragraph 2.5 (Service A calling pattern) and additionally at Long Buckby. The second service shall depart Birmingham New Street not earlier than 2240.

### **3. Service Pattern – Sundays**

- 3.1 Between and including the Early and Late Services, services shall be provided between Northampton and Birmingham New Street at hourly intervals, calling at Long Buckby, Rugby, Coventry and Birmingham International.
- 3.2 After the Late Service from Northampton to Birmingham New Street, two additional services shall be provided at hourly intervals from Northampton to Coventry, calling at Long Buckby and Rugby. The first of these services shall depart Northampton no earlier than one hour after the Late Service.

#### 4. Limited Stops

##### 4.1 Long Buckby

Limited Stops shall be provided at Long Buckby as follows:

- (a) by a service between Northampton and Birmingham New Street at hourly intervals, between and including the Early and Late Services, on Mondays to Fridays, Saturdays and Sundays. On Mondays to Fridays, this shall include:
  - (i) all services scheduled to arrive at Birmingham New Street between 0700 and 0959
  - (ii) all services departing Birmingham New Street between 1600 and 1859
- (b) by the services specified in Paragraphs 2.3, 2.4, 2.6, 2.7 and 2.8 on Mondays to Fridays.
- (c) By the services specified in paragraphs 2.4 and 2.8 on Saturdays
- (d) by the services specified in Paragraphs 3.1 and 3.2 on Sundays.

#### 4. Early and Late Services

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Northampton - Birmingham New Street	0715	0715	1030
Birmingham New Street - Northampton	0800	0800	1030

	<i>Late Service departs no earlier than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Northampton - Birmingham New Street	2200	2045	2115
Birmingham New Street - Northampton	2130	2130	2210

## 5. Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday – Friday*</i></b>	<b><i>Saturday*</i></b>	<b><i>Sunday**</i></b>
Northampton - Birmingham New Street	1 hour 7 minutes *	1 hour 7 minutes *	<b>** [1 hour 1 minute]</b>
Birmingham New Street- Northampton	1 hour 7 minutes *	1 hour 7 minutes*	<b>** [58 minutes]</b>

*\* Includes allowance for Northampton-Birmingham services calling at other intermediate stations in Route J1, between Coventry and Birmingham*

*[\*\* Service does not call at other intermediate stations in Route J1 on Sundays]*

**Route J1      COVENTRY - BIRMINGHAM NEW STREET**  
**NOTE: Route J1 has been rewritten to be consistent with the revised West Coast Main Line Timetable structures applicable from December 2008)**

**1.      Route Definition**

- 1.1      Services shall be provided between Coventry and Birmingham New Street, calling at:

**Towards Birmingham:**      Canley, Tile Hill, Berkswell, Hampton-in-Arden, Marston Green and Birmingham International  
**From Birmingham:**      Stechford, Lea Hall, Birmingham International, Marston Green, Hampton-in-Arden, Berkswell, Tile Hill and Canley.

- 1.2      Services shall be provided between Birmingham International and Birmingham New Street, calling at Lea Hall, Stechford and Adderley Park.
- 1.3      Services specified in Paragraph 1.1 shall be combined with services specified in Route I (Northampton-Coventry-Birmingham New Street) to provide the overall Coventry-Birmingham New Street service. This will also necessitate different calling patterns between Coventry and Birmingham New Street for services in each direction specified on Route I, as defined below.
- 1.4      Services specified in Paragraph 1.2 may be combined with services specified in Routes H, I or J2.

**2.      Service Pattern - Mondays to Fridays and Saturdays**

**Towards Birmingham**

- 2.1      Between and including the Early and Late Services, services shall be provided from Coventry to Birmingham New Street at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 2.2      Between and including the Early and Late Services, services shall be provided from Birmingham International to Birmingham New Street at hourly intervals, calling at the stations specified in Paragraph 1.2.

- 2.3 Additional calls in each standard hour at intermediate stations between Coventry and Birmingham New Street shall be provided by services **specified in Route I (Northampton-Coventry-Birmingham New Street)** in accordance with the summary table below:

<b>Northbound calls provided from Coventry to Birmingham New Street on Route I services:</b>		
<b>Trains between:</b>	NPT-BHM	NPT-BHM
<b>Station</b>		
Canley	1	
Tile Hill	1	1
Berkswell	1	
Hampton-in-Arden		1
Marston Green	1	1
Lea Hall	1	
Stechford	1	
Adderley Park		

**Full details of the calls at intermediate stations by Northampton-Coventry-Birmingham New Street services are specified in Route I.**

- 2.4 Between 2245 and 2300, an additional service shall be provided from Coventry to Birmingham New Street, calling at the stations specified in Paragraphs 1.1 and 1.2.

#### **From Birmingham**

- 2.5 Between and including the Early and Late Services, services shall be provided from Birmingham New Street to Coventry at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 2.6 Between and including the Early and Late Services, services shall be provided from Birmingham New Street to Birmingham International at hourly intervals, calling at the stations specified in Paragraph 1.2.

- 2.7 Additional calls in each standard hour at intermediate stations between Birmingham New Street and Coventry shall be provided by services **specified in Route I (Birmingham New Street-Coventry-Northampton)** in accordance with the summary table below:

<b>Southbound calls provided from Birmingham New Street to Coventry on Route I services:</b>		
<b>Trains between:</b>	NPT-BHM	NPT-BHM
<b>Station</b>		
Adderley Park		
Stechford		
Lea Hall		
Marston Green	1	1
Hampton-in-Arden	1	
Berkswell		1
Tile Hill	1	1
Canley		1

**Full details of the calls at intermediate stations by Birmingham New Street-Coventry-Northampton-services are specified in Route I.**

- 2.8 On Mondays to Fridays between 1700 and 1730, one additional service shall be provided from Birmingham New Street to Coventry, calling at Adderley Park, Stechford, Lea Hall, Marston Green, Birmingham International, Hampton-in-Arden and Berkswell.
- 2.9 The Late Service from Birmingham New Street to Coventry shall also call at Adderley Park.

### **3. Service Pattern - Sundays**

- 3.1 Between and including the Early and Late Services, services shall be provided at hourly intervals between Coventry and Birmingham New Street, calling at the stations specified in Paragraphs 1.1 and 1.2.

#### 4. Early and Late Services

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Coventry - Birmingham New Street <i>(Paragraph 1.1 calling pattern)</i>	0645	0645	0915
Birmingham New Street - Coventry <i>(Paragraph 1.1 calling pattern)</i>	0655	0655	1015
Birmingham International – Birmingham New Street <i>(Paragraph 1.2 calling pattern)</i>	0635	0635	N/A
Birmingham New Street – Birmingham International <i>(Paragraph 1.2 calling pattern)</i>	0700	0700	N/A

	<i>Late Service departs no earlier than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Coventry - Birmingham New Street <i>(Paragraph 1.1 calling pattern)</i>	2205	2205	2220
Birmingham New Street - Coventry <i>(Paragraph 1.1 calling pattern)</i>	2310	2310	2310
Birmingham International – Birmingham New Street <i>(Paragraph 1.2 calling pattern)</i>	2215	2215	N/A
Birmingham New Street – Birmingham International <i>(Paragraph 1.2 calling pattern)</i>	2135	2135	N/A



**5. Maximum Journey Times**

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Coventry - Birmingham New Street <i>(Paragraph 1.1 calling pattern)</i>	30 minutes	30 minutes. One service may take up to 32 minutes	36 minutes
Birmingham New Street - Coventry <i>(Paragraph 1.1 calling pattern)</i>	35 minutes	35 minutes The Late Service may take up to 36 minutes	35 minutes
Birmingham International – Birmingham New Street <i>(Paragraph 1.2 calling pattern)</i>	15 minutes	15 minutes	N/A
Birmingham New Street – Birmingham International <i>(Paragraph 1.2 calling pattern)</i>	16 minutes	16 minutes	N/A

**Route J2      BIRMINGHAM NEW STREET - WALSALL/HEDNESFORD (WM) -  
RUGELEY-TRENT VALLEY  
(Cannock line services)**

**1.      Route Definition**

- 1.1      Services shall be provided between Birmingham New Street and Rugeley Trent Valley, via Walsall and Cannock, calling at Tame Bridge Parkway, Walsall, Bloxwich, Bloxwich North, Landywood, Cannock, Hednesford and Rugeley Town.
- 1.2      Services shall be provided between Birmingham New Street and Walsall, via Witton, calling at Duddeston, Aston, Witton, Perry Barr, Hamstead, Tame Bridge Parkway and Bescot Stadium. Some of these services may be provided by services from Birmingham International to Birmingham New Street specified in Route J1.
- 1.3      A fast service shall be provided between Birmingham New Street and Walsall, calling at Tame Bridge Parkway.
- 1.4      Services specified in Paragraphs 1.1, 1.2 and 1.3 shall be combined to provide four trains per hour between Birmingham New Street, Tame Bridge Parkway and Walsall.
- 1.5      Connections not exceeding 15 minutes shall be provided at Rugeley Trent Valley to services to and from Stafford and other Trent Valley stations in Route G.

**2.      Service Pattern – Monday to Friday and Saturdays**

**Core Service Specification**

- 2.1      Between and including the Early and Late Services, services shall be provided between Birmingham New Street and Rugeley Trent Valley via Walsall and Cannock at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 2.2      Between and including the Early and Late Services, services shall be provided between Birmingham New Street and Walsall via Witton at half-hourly intervals, calling at the stations specified in Paragraph 1.2. These may be provided by services between Birmingham International and Birmingham New Street, as specified in Route J1.
- 2.3      Between and including the Early and Late Services, services shall be provided between Birmingham New Street and Walsall at hourly intervals, calling at the stations specified in Paragraph 1.3.

## **Additional Services and Variations**

### **From Birmingham- Mondays to Fridays**

- 2.4 Between 0515 and 0545, one additional service shall be provided from Birmingham New Street to Walsall, calling at Hamstead, Tame Bridge Parkway and Bescot Stadium.
- 2.5 Between 0600 and 0645, two additional services shall be provided from Birmingham New Street to Rugeley Trent Valley, calling at all intermediate stations. The second service may terminate at Hednesford and shall depart Birmingham New Street at least 20 minutes after the first service.
- 2.6 Between 0630 and 0700, one additional service shall be provided from Birmingham New Street to Walsall, calling at the stations specified in Paragraph 1.3.
- 2.7 Between the Late Service from Birmingham New Street to Rugeley Trent Valley and 1930, three additional services shall be provided between Birmingham New Street and Hednesford at half-hourly intervals, two of these shall be extended to Rugeley Trent Valley.
- 2.8 Between 1930 and 1959, one additional service shall be provided from Birmingham New Street to Walsall, calling at the stations specified in Paragraph 1.3.
- 2.9 Between 2000 and 2330, **four** additional services shall be provided at hourly intervals from Birmingham New Street to Hednesford, calling at all intermediate stations. The last of these services shall depart Birmingham New Street no earlier than 2300.

### **Towards Birmingham - Mondays to Fridays**

- 2.10 Between 0545 and 0845, six additional services shall be provided between Hednesford and Walsall, calling at Cannock, Landywood, Bloxwich North and Bloxwich. These shall be combined with the Early Service from Rugeley Trent Valley to Birmingham New Street, to provide services between Hednesford, Walsall and Birmingham New Street at an interval not exceeding 40 minutes, as follows:
  - (a) Three of these additional services shall be combined with services between Walsall and Birmingham New Street, calling at stations in Paragraph 1.2 – one of these services need not call at Landywood, Bloxwich North and Bloxwich.

- (b) Three of these services shall be extended to Birmingham New Street and shall call additionally at Tame Bridge Parkway – one of these services may be combined with the Early Service (fast) from Walsall to Birmingham New Street, calling at the stations specified in Paragraph 1.3.

- 2.11 Between the Late Service from Rugeley Trent Valley and 1959, two additional services shall be provided at half-hourly intervals from Rugeley Town to Birmingham New Street, calling at all stations.
- 2.12 Between 2000 and 2330, four additional services shall be provided at hourly intervals from Hednesford to Birmingham New Street, calling at all intermediate stations. The last of these services shall depart Hednesford no earlier than 2300 and need not call at intermediate stations between Walsall and Birmingham New Street.

#### **From Birmingham - Saturdays**

- 2.13 Between 0545 and 0745, three additional services shall be provided at intervals of not greater than 50 minutes from Birmingham New Street to Rugeley Trent Valley, calling at all intermediate stations. Two services may terminate at Hednesford. One service need not call at Duddeston, Witton and Bescot Stadium.
- 2.14 Between 0700 and 0730, one additional service shall be provided from Birmingham New Street to Walsall, calling at the stations specified in Paragraph 1.3.
- 2.15 Between 1800 and 1900, an additional service shall be provided from Birmingham New Street to Rugeley Town, calling at the stations specified in paragraph 1.1.
- 2.16 Between 1900 and 2330, five additional services shall be provided at hourly intervals from Birmingham New Street to Hednesford, calling at all intermediate stations. One of these services shall be extended from Hednesford to Rugeley Trent Valley, calling at Rugeley Town. The last of these services shall depart Birmingham New Street no earlier than 2300.
- 2.17 Between 1930 and 2000, one additional service shall be provided from Birmingham New Street to Walsall, calling at the stations specified in Paragraph 1.3.

#### **Towards Birmingham - Saturdays**

- 2.18 Between 0600 and 0730, two additional services shall be provided to Birmingham New Street, one shall originate from Rugeley Town and one from Hednesford, calling at all stations.

- 2.19 Between 1930 and 2330, five additional services shall be provided at hourly intervals from Hednesford to Birmingham New Street, calling at all intermediate stations. The first of these services shall originate from Rugeley Town. The second service shall originate from Rugeley Trent Valley and call additionally at Rugeley Town. The last of these services shall depart Hednesford no earlier than 2300 and need not call at intermediate stations between Walsall and Birmingham New Street.

### **3. Service Pattern - Sundays**

#### **Core Service Specification**

- 3.1 Between and including the Early and Late Services, services shall be provided between Birmingham New Street and Rugeley Trent Valley via Walsall and Cannock at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 3.2 Between and including the Early and Late Services, services shall be provided between Birmingham New Street and Walsall via Witton at hourly intervals, calling at the stations specified in Paragraph 1.2.
- 3.3 The services specified in Paragraphs 3.1 and 3.2 shall be combined to provide a half-hourly frequency between Birmingham New Street and Walsall, calling at Tame Bridge Parkway in both directions. **For services from Walsall to Birmingham New Street, the interval between services may be extended to 45 minutes.**

#### **Additional Services and Variations**

There is no requirement for additional services or variations to the core service specification on Sundays.

### **4. Limited Stops**

There is no requirement for Limited Stops in Route J2.

## 5. Early and Late Services

### A. From Birmingham New Street

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Walsall (stopping service)	0800	0830	1015
Birmingham New Street - Walsall (fast service)	0810	0910	N/A
Birmingham New Street - Rugeley Trent Valley	0815	0915	1110

	<i>Late Service departs no earlier than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Walsall (stopping service)	1820	1850	2240
Birmingham New Street - Walsall (fast service)	1740	1740	N/A
Birmingham New Street - Rugeley Trent Valley	1710	1710	2210

## B. To Birmingham New Street

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Walsall - Birmingham New Street - (stopping service)	0630	0630	1035
Walsall - Birmingham New Street - (fast service)	0815	0845	N/A
Rugeley Trent Valley - Birmingham New Street -	0845	1015	1110

	<i>Late Service departs no earlier than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Walsall - Birmingham New Street - (stopping service)	1850	1850	2300
Walsall - Birmingham New Street - (fast service)	1745	1710	N/A
Rugeley Trent Valley - Birmingham New Street -	1740	1810	2210

## 6. Maximum Journey Times

### A. From Birmingham New Street

<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Walsall (stopping service)	<b>26 minutes.</b> Six services may take up to 28 minutes.	<b>26 minutes.</b> Two services may take up to 28 minutes.	28 minutes
Birmingham New Street - Walsall (fast service)	<b>23 minutes.</b> One service may take up to 25 minutes.	24 minutes	N/A
Birmingham New Street - Rugeley Trent Valley	<b>58 minutes.</b> One service may take up to 1 hour 8 minutes.	<b>57 minutes.</b> One service may take up to 1 hour 12 minutes.	56 minutes

### B. To Birmingham New Street

<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Walsall - Birmingham New Street - (stopping service)	<b>28 minutes.</b> Three services may take up to 31 minutes.	28 minutes	27 minutes
Walsall - Birmingham New Street - (fast service)	23 minutes	<b>21 minutes.</b> Four services may take up to 27 minutes.	N/A
Rugeley Trent Valley - Birmingham New Street -	56 minutes	<b>54 minutes.</b> Two services may take up to 1 hour 4 minutes.	54 minutes



**Route K**

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**Route L      <sup>iiii</sup> LICHFIELD TRENT VALLEY - BLAKE STREET - BIRMINGHAM  
NEW STREET - LONGBRIDGE – REDDITCH**

**1.      Route Definition**

- 1.1      Services shall be provided between Four Oaks and Longbridge, calling at Sutton Coldfield, Wylde Green, Chester Road, Erdington, Gravelly Hill, Aston, Duddeston, Birmingham New Street, Five Ways, University, Selly Oak, Bournville, Kings Norton, and Northfield.
- 1.2      Services specified in Paragraph 1.1 shall be extended to and from Longbridge to Redditch, calling at Barnt Green and Alvechurch and extended to and from Four Oaks to Lichfield Trent Valley, calling at Butlers Lane, Blake Street, Shenstone and Lichfield City, as specified below.

**2.      Service Pattern – Mondays to Fridays**

**Core Service Specification between 0600 and 1959**

- 2.1      Between 0600 and 1959, six services per hour shall be provided from Four Oaks to Longbridge at 10-minute intervals, calling at the stations specified in Paragraph 1.1. Four services per hour need not call at Duddeston, provided that Duddeston is served at half-hourly intervals.
- 2.2      Between 0610 and 1859, services shall be provided from Longbridge to Four Oaks at 10-minute intervals, calling at the stations specified in Paragraph 1.1. Four services per hour need not call at Duddeston, provided that Duddeston is served at half-hourly intervals.
- 2.3      Two of the services per hour specified in Paragraphs 2.1 and 2.2 shall be extended from Four Oaks to terminate at or originate from Lichfield City, calling at Shenstone, Blake Street and Butlers Lane. These services shall run at half-hourly intervals.
- 2.4      Two of the services per hour specified in Paragraph 2.1 and 2.2 shall be extended from Four Oaks to terminate at or originate from Lichfield Trent Valley, calling at Lichfield City, Blake Street and Butlers Lane. These services shall run at half-hourly intervals and need not call at Shenstone.
- 2.5      Two of the services per hour specified in Paragraph 2.1 and 2.2 shall be extended from Longbridge to terminate at or originate from Redditch, calling at Barnt Green, Alvechurch. These services shall run at half-hourly intervals.

## **Additional Services and Variations**

### **Northbound Services**

- 2.6 Between 0545 and 0615, one additional service shall be provided between Birmingham New Street and Lichfield City, calling at all intermediate stations.
- 2.7 Between 1900 and 2229 from Longbridge, nine additional services shall be provided from Longbridge to Birmingham New Street, calling at all intermediate stations. These shall be timed with services specified in Paragraph 2.7 to provide services between Longbridge and Birmingham New Street at 10-minute intervals between 1900 and 1959 and four services per hour at 15-minute intervals between 2000 and 2159. After 1930, services from Longbridge to Birmingham New Street shall be extended to Lichfield Trent Valley at half-hourly intervals, calling at all intermediate stations.
- 2.8 Between 2000 up to and including and the Late Service from Redditch, services shall be provided from Redditch to Lichfield Trent Valley at half-hourly intervals, calling at all intermediate stations. These shall be combined with services from Longbridge to Lichfield Trent Valley specified in Paragraph 2.6.
- 2.9 After the Late Services from Longbridge and Redditch to Birmingham New Street and 2315, four additional services shall be provided between Longbridge and Birmingham New Street. Two of these services shall have originated from Redditch and two shall be extended to Lichfield City, calling at all stations.
- (a) The first of these services to Lichfield City may terminate at Blake Street.
  - (b) The maximum interval between these services between Longbridge and Birmingham New Street shall be 25 minutes.
- 2.10 One additional service shall be provided after 2320 from Longbridge to Birmingham New Street, calling at all intermediate stations.

### **Southbound Services**

- 2.11 Between 0530 and 0630, four additional services shall be provided from Birmingham New Street to Longbridge, calling at all intermediate stations. One of these services shall be extended beyond Longbridge to Redditch, calling at Barnt Green and Alvechurch.

- 2.12 Between 0800 and 0830, one additional service shall be provided between Four Oaks and Birmingham New Street, calling at all intermediate stations except Gravelly Hill, Aston and Duddeston. From Birmingham New Street, this service may be extended to Wolverhampton to provide a service in Route H.
- 2.13 Between 2000 and 2245, services shall be provided from Lichfield Trent Valley to Redditch at half-hourly intervals, calling at all intermediate stations.
- 2.14 Between 2045 and 2300, five additional services shall be provided from Birmingham New Street to Longbridge at half-hourly intervals, calling at all intermediate stations.
- 2.15 One additional service shall be provided from Lichfield Trent Valley to Longbridge between 2245 and 2315, calling at all intermediate stations, although calls need not be made at Chester Road, Erdington, Gravelly Hill, Aston and Duddeston.
- 2.16 One additional service shall be provided from Blake Street to Birmingham New Street between 2315 and 2345, calling at all intermediate stations to Sutton Coldfield. Calls need not be made by this service at intermediate stations between Sutton Coldfield and Birmingham New Street.

### **3. Service Pattern –Saturdays**

#### **Core Service Specification between 0600 and 1959**

- 3.1 Between 0600 and 1959, six services per hour shall be provided from Birmingham New Street to Longbridge at 10-minute intervals, calling at the stations specified in Paragraph 1.1.
- 3.2 Between 0610 and 1859, services shall be provided from Longbridge to Birmingham New Street at 10-minute intervals, calling at the stations specified in Paragraph 1.1.
- 3.3 Between 0700 and 1859, two of the services per hour specified in Paragraphs 3.1 and 3.2 shall be extended from Birmingham New Street to terminate at or originate from Lichfield City, calling at the stations specified in Paragraph 1.1 and at Shenstone, Blake Street and Butlers Lane. These services shall run at half-hourly intervals.
- 3.4 Between 0645 and 1915, two of the services per hour specified in Paragraph 3.1 and 3.2 shall be extended from Birmingham New Street to terminate at or originate from Lichfield Trent Valley, calling at the stations specified in Paragraph 1.1 and at Lichfield City, Shenstone, Blake Street and Butlers Lane. These services shall run at half-hourly intervals.

- 3.5 Duddeston may be served either by services specified in Paragraph 3.3 or 3.4, provided that a half-hourly service is maintained at this station between Lichfield City and Birmingham New Street.
- 3.6 Two of the services per hour specified in Paragraph 3.1 and 3.2 shall be extended from Longbridge to terminate at or originate from Redditch, calling at Barnt Green and Alvechurch, at half-hourly intervals.

### **Additional Services and Variations**

#### **Northbound Services**

- 3.7 Between 0545 and 0615, one additional service shall be provided between Birmingham New Street and Lichfield City, calling at all intermediate stations.
- 3.8 Between 1900 and 2229 from Longbridge, nine additional services (including the Late Services from Redditch and Longbridge to Birmingham New Street) shall be provided from Longbridge to Birmingham New Street, calling at all intermediate stations. These shall be timed with services specified in Paragraph 3.8 to provide services between Longbridge and Birmingham New Street at 10-minute intervals between 1900 and 1959 and four services per hour at 15-minute intervals between 2000 and 2159.
- 3.9 Between 2000 up to and including and the Late Service from Redditch, services shall be provided from Redditch to Lichfield Trent Valley at half-hourly intervals, calling at all intermediate stations. These shall be combined with services from Longbridge specified in Paragraph 3.7.
- 3.10 After the Late Services from Longbridge and Redditch to Birmingham New Street and 2315, four additional services shall be provided between Longbridge and Birmingham New Street. Two of these services shall have originated from Redditch and two shall be extended to Lichfield City, calling at all stations.
- (a) The first of these services to Lichfield City may terminate at Blake Street.
- (b) The maximum interval between these services between Longbridge and Birmingham New Street shall be 25 minutes.
- 3.11 One additional service shall be provided after 2320 from Longbridge to Birmingham New Street, calling at all intermediate stations.

### **Southbound Services**

- 3.12 Between 0545 and 0615, one additional service shall be provided from Blake Street to Longbridge, calling at all intermediate stations. This service shall be combined with one of the services from Birmingham New Street to Longbridge specified in Paragraph 3.1
- 3.13 The first and second services departing between 0630 and 0729 from Lichfield City to Birmingham New Street need not call at Shenstone, Blake Street and Butlers Lane.
- 3.14 Between 0530 and 0600, one additional service shall be provided from Birmingham New Street to Longbridge, calling at all intermediate stations.
- 3.15 Between 2000 and 2245, services shall be provided from Lichfield Trent Valley to Redditch at half-hourly intervals, calling at all intermediate stations.
- 3.16 Between 2045 and 2300, five additional services shall be provided from Birmingham New Street to Longbridge at half-hourly intervals, calling at all intermediate stations.
- 3.17 One additional service shall be provided from Lichfield Trent Valley to Longbridge between 2245 and 2315, calling at all intermediate stations, although calls need not be made at Chester Road, Erdington, Gravelly Hill, Aston and Duddeston.
- 3.18 One additional service shall be provided from Blake Street to Birmingham New Street between 2315 and 2345, calling at all intermediate stations to Sutton Coldfield. Calls need not be made by this service at intermediate stations between Sutton Coldfield and Birmingham New Street.

#### **4. Service Pattern – Sundays**

##### **Core Service Specification**

- 4.1 Between and including the Early and Late Services, services shall be provided at half-hourly intervals between Lichfield Trent Valley and Redditch, calling at all intermediate stations.

##### **Additional Services and Variations**

- 4.2 One additional service shall be provided from Birmingham New Street to Redditch 30 minutes before the Early Service, calling at all intermediate stations.
- 4.3 The Early Service to Redditch may originate from Four Oaks.
- 4.4 One additional service shall be provided from Lichfield Trent Valley to Birmingham New Street 30 minutes after the Late Service. This service need not call at intermediate stations between Chester Road and Duddeston inclusive.
- 4.5 Between 0900 and 0930, one additional service shall be provided from Birmingham New Street to Lichfield Trent Valley. This service need not call at intermediate stations between Duddeston and Wylde Green inclusive.

#### **5. Limited Stops**

There is no requirement for Limited Stops on this Route.

## 6. Early and Late Services

### A. From Birmingham New Street

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Lichfield City	0700	0700	1020
Birmingham New Street - Longbridge	0730	0730	N/A
Birmingham New Street - Four Oaks	0645	0645	N/A
Birmingham New Street - Redditch	0745	0745	1030

<i>Late Service departs no earlier than:</i>			
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Lichfield City	2230	2230	2300
Birmingham New Street - Longbridge	2310	2310	N/A
Birmingham New Street - Four Oaks	2230	2230	N/A
Birmingham New Street - Redditch	2310	2310	2310



## B. To Birmingham New Street

	<i>Early Service arrives at destination no later than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Lichfield City - Birmingham New Street -	0700	0700	1030
Longbridge - Birmingham New Street -	0730	0730	N/A
Four Oaks - Birmingham New Street -	0645	0645	N/A
Redditch - Birmingham New Street -	0745	0745	1015

	<i>Late Service departs no earlier than:</i>		
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Lichfield City - Birmingham New Street -	2230	2230	2230
Longbridge - Birmingham New Street -	2210	2210	N/A
Four Oaks - Birmingham New Street -	2245	2245	N/A
Redditch - Birmingham New Street -	2145	2145	2220

**7. Maximum Journey Times**

**A. From Birmingham New Street**

<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Lichfield City	<b>36 minutes.</b> Two services may take up to 39 minutes	37 minutes	36 minutes
Birmingham New Street - Longbridge	21 minutes	21 minutes	N/A
Birmingham New Street - Four Oaks	<b>26 minutes.</b> One service may take up to 27 minutes.	<b>23 minutes.</b> One service may take up to 24 minutes.	N/A
Birmingham New Street - Redditch	39 minutes	39 minutes	36 minutes

**B. To Birmingham New Street**

<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Lichfield City - Birmingham New Street	<b>37 minutes.</b> One service may take up to 38 minutes.	37 minutes	38 minutes
Longbridge - Birmingham New Street	21 minutes	21 minutes	N/A
Four Oaks - Birmingham New Street	<b>24 minutes.</b> Two services may take up to 25 minutes.	23 minutes	N/A
Redditch - Birmingham New Street	38 minutes	37 minutes	37 minutes

**Route M1      BIRMINGHAM NEW STREET– WORCESTER – GREAT  
MALVERN/HEREFORD (via Bromsgrove)**

**1.      Route Definition**

- 1.1      Services shall be provided between Birmingham New Street and Hereford, calling at University, Bromsgrove, Droitwich Spa, Worcester Foregate Street, Malvern Link, Great Malvern, Colwall and Ledbury.
- 1.2      Limited Stops shall be provided at Barnt Green and Worcester Shrub Hill.

**2.      Service Pattern – Mondays to Fridays**

**From Birmingham**

- 2.1      Between and including the Early and Late Services, services shall be provided from Birmingham New Street to Hereford at hourly intervals, calling at the stations specified in Paragraph 1.1. One service departing from Birmingham New Street in each of the time periods 1030-1129 and 1330-1429 may terminate at Great Malvern and need not call at Colwall, Ledbury and Hereford.
- 2.2      Between 0700 and 0730, one additional service shall be provided from Birmingham New Street to Great Malvern, calling at the stations specified in Paragraph 1.1. This service shall also call additionally at Barnt Green and Worcester Shrub Hill.
- 2.3      One additional fast service shall be provided from Birmingham New Street to Worcester Shrub Hill in each of the time periods 1600-1630, 1730-1800 and 1800-1830, calling at Droitwich Spa. The minimum interval between the second and third of these services shall be 30 minutes. One of these services shall call additionally at University, whereas one other service shall call additionally at Bromsgrove.
- 2.4      One additional service shall be provided from Birmingham New Street to Hereford between 1700 and 1730, calling at the stations specified in Paragraph 1.1.
- 2.5      After the Late Service, two additional services shall be provided from Birmingham New Street to Hereford at an interval of one hour 30 minutes, calling at the stations specified in Paragraph 1.1. The first service shall depart Birmingham New Street no earlier than 1915; the second service shall depart Birmingham New Street no earlier than 2045.
- 2.6      Between 2145 and 2315, two additional services shall be provided at hourly intervals from Birmingham New Street to Worcester Shrub Hill, calling at University, Bromsgrove and Droitwich Spa.

### **Towards Birmingham**

- 2.7 Between 0530 and 0730, four additional services shall be provided to Birmingham New Street, calling at the stations specified in Paragraph 1.1. Two of these services shall depart Great Malvern at hourly intervals between 0530 and 0659, one shall depart Worcester Shrub Hill between 0615 and 0645 and one shall depart Great Malvern between 0700 and 0730. Two of these services shall call additionally at Worcester Shrub Hill. One service need not call at Bromsgrove; another service need not call at University.
- 2.8 Between 0700 and 0730, one additional service shall be provided from Hereford to Birmingham New Street, no earlier than 30 minutes before the Early Service, calling at the stations specified in Paragraph 1.1 and additionally at Worcester Shrub Hill.
- 2.9 Between 0815 and 0845, one additional service shall be provided from Great Malvern to Birmingham New Street, calling at the stations specified in Paragraph 1.1.
- 2.10 Between and including the Early and Late Services, services shall be provided from Hereford to Birmingham New Street at hourly intervals, calling at the stations specified in Paragraph 1.1. One service departing from Hereford in each of the time periods 1130-1230 and 1430-1530 may start from Great Malvern and need not call at Ledbury and Colwall.
- 2.11 Intervals between services from Hereford to Birmingham New Street may be extended as follows:
- (a) The interval between the Early Service and the second service may be extended up to one hour 20 minutes.
  - (b) The interval between services departing Hereford in each of the time periods 1530-1600 and 1630-1700 may be extended up to one hour 15 minutes.
  - (c) The interval between services departing Hereford in each of the time periods 1730-1800 and 1830-1900 may be extended up to one hour 15 minutes.
- 2.12 One additional service shall be provided from Hereford to Birmingham New Street between 2100 and 2200, calling at the stations specified in Paragraph 1.1. This service shall depart from Hereford no earlier than one hour 30 minutes after the Late Service.
- 2.13 One additional service shall be provided from Hereford to Worcester Shrub Hill between 2230 and 2300, calling at Ledbury, Colwall, Great Malvern, Malvern Link and Worcester Foregate Street.

### **3. Service Pattern – Saturdays**

#### **From Birmingham**

- 3.1 Between and including the Early and Late Services, services shall be provided from Birmingham New Street to Hereford at hourly intervals, calling at the stations specified in Paragraph 1.1.
- 3.2 Between 1915 and 2130, two additional services shall be provided from Birmingham New Street to Hereford at an interval of one hour 30 minutes, calling at the stations specified in Paragraph 1.1. The second service shall depart Birmingham New Street no earlier than 2045.

#### **Towards Birmingham**

- 3.3 Between 0545 and 0615, one additional service shall be provided from Worcester Shrub Hill to Birmingham New Street, calling at the stations specified in Paragraph 1.1.
- 3.4 Between 0630 and 0700, one additional service shall be provided from Great Malvern to Birmingham New Street, calling at the stations specified in Paragraph 1.1 and additionally at Worcester Shrub Hill.
- 3.5 Between and including the Early and Late Services, services shall be provided from Hereford to Birmingham New Street at hourly intervals, calling at the stations specified in Paragraph 1.1. The interval between the Early Service and the second service may be extended up to one hour 20 minutes.
- 3.6 One additional service shall be provided from Hereford to Birmingham New Street between 1900 and 2000, calling at the stations specified in Paragraph 1.1. This service shall depart from Hereford no earlier than two hours after the Late Service and shall call additionally at Worcester Shrub Hill.
- 3.7 Three additional services shall be provided from Hereford to Worcester Shrub Hill between 1830 and 2300, calling at the stations specified in Paragraph 1.1. The maximum interval between each of these services shall not exceed two hours 30 minutes.

#### **4. Service Pattern – Sundays**

##### **From Birmingham**

- 4.1 Including the Early and Late Services, three services shall be provided from Birmingham New Street to Hereford, calling at the stations specified in Paragraph 1.1. One service shall depart Birmingham New Street between 1730 and 1830.
- 4.2 One additional service shall be provided in each of the timebands 1100-1200, 1530-1630 and 1830-1930 from Birmingham New Street to Worcester Shrub Hill, calling at Bromsgrove and Droitwich Spa. The second service shall be extended to Great Malvern, calling additionally at Worcester Foregate Street and Malvern Link.
- 4.3 Services specified in Paragraphs 4.1 and 4.2 shall be scheduled so that the maximum interval between services from Birmingham New Street to Worcester Shrub Hill shall not exceed two hours 20 minutes.

##### **Towards Birmingham**

- 4.4 Including the Early and Late Services, two services shall be provided from Hereford to Birmingham New Street, calling at the stations specified in Paragraph 1.1.
- 4.5 Additional service shall be provided from Great Malvern, as follows:
  - (a) One additional service in each of the time periods 1415-1445 and 1700-1730 to Birmingham New Street. These services shall also call at Worcester Shrub Hill.
  - (b) One additional service shall be provided between 2230 and 2300 to Worcester Shrub Hill, calling at all intermediate stations.
- 4.6 One additional service shall be provided from Worcester Shrub Hill to Birmingham New Street between 1945 and 2015, calling at the stations specified in Paragraph 1.1.
- 4.7 There is no requirement for services to call at University on Sundays on this route.

## 5. Limited Stops

### 5.1 Barnt Green – Mondays to Fridays

Barnt Green shall be served by:

- (a) the service specified in Paragraph 2.2.
- (b) two services departing from Hereford between 1530 and 1800, at two-hourly intervals.
- (c) there is no requirement for Limited Stops to be made at Barnt Green on Saturdays and Sundays.

### 5.2 Worcester Shrub Hill

Worcester Shrub Hill shall be served by:

- (a) On Mondays to Fridays, by the services specified in Paragraphs 2.2, 2.3, 2.4, 2.6, 2.7 and 2.8.
- (b) On Saturdays, by the services specified in Paragraphs 3.3, 3.5 and 3.6.
- (c) On Sundays, by the services specified in Paragraphs 4.2, 4.3, 4.5 and 4.6.

## 6. Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Hereford	0845	0845	1530
Hereford – Birmingham New Street	0915	0915	1720

<i>Late Service departs no earlier than:</i>			
<b>Route</b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Hereford	1745	1745	2045
Hereford – Birmingham New Street	1945	1745	2000

**7. Maximum Journey Times**

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street – Worcester ( <i>Foregate Street or Shrub Hill</i> )	<b>42 minutes.</b> Three services may take up to 46 minutes.	<b>41 minutes.</b> One service may take 45 minutes.	44 minutes
Worcester ( <i>Foregate Street or Shrub Hill</i> ) – Birmingham New Street	50 minutes	50 minutes	<b>49 minutes.</b> One service may take up to 55 minutes.
Birmingham New Street - Hereford	<b>1 hour 34 minutes.</b> Four services may take up to 1 hour 39 minutes. One service may take up to 1 hour 42 minutes.	<b>1 hour 31 minutes.</b> Two services may take 1 hour 36 minutes. One service may take 1 hour 43 minutes.	1 hour 34 minutes
Hereford – Birmingham New Street	<b>1 hour 30 minutes.</b> Three services may take up to 1 hour 35 minutes. One service may take 1 hour 48 minutes.	<b>1 hour 29 minutes.</b> Two services may take 1 hour 32 minutes	1 hour 42 minutes



## **Route M2      WORCESTER – GLOUCESTER**

### **1.      Route Definition**

Services shall be provided between Worcester and Gloucester.

### **2.      Service Pattern**

Gloucester shall be served by:

- (a) One service departing from Worcester Shrub Hill between 2315 and 2345 to Gloucester on Fridays, calling at Ashchurch and Cheltenham Spa. This service may have originated from Birmingham New Street.
- (b) One service departing from Gloucester between 2230 and 2300 to Worcester Shrub Hill on Mondays to Fridays and Sundays, calling at Cheltenham Spa.
- (c) One service departing from Worcester Shrub Hill between 0915 and 0945 to Gloucester on Sundays, calling at Ashchurch and Cheltenham Spa. This service may have originated from Birmingham New Street.

### **3.      Early and Late Services**

There is no requirement for Early and Late Services on this route.

### **4.      Maximum Journey Times**

There is no requirement for Maximum Journey Time on this route.

**Route N**

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**Route O        BIRMINGHAM NEW STREET - WOLVERHAMPTON –  
WELLINGTON - SHREWSBURY**

**1.        Route Definition**

- 1.1        Services shall be provided between Birmingham New Street and Shrewsbury, calling at Sandwell & Dudley, Wolverhampton, Bilbrook, Codsall, Albrighton, Cosford, Telford Central, Oakengates and Wellington.

**2.        Service Pattern – Mondays to Fridays and Saturdays**

- 2.1        On Mondays to Fridays between 0615 and 0800, three additional services shall be provided from Wolverhampton to Shrewsbury. Two of these services shall be provided at half-hourly intervals between 0615 and 0700, calling at all intermediate stations. The third service shall depart Wolverhampton between 0730 and 0800 and need not call at Bilbrook, Codsall, Albrighton and Cosford.
- 2.2        On Saturdays, one additional service shall be provided from Wolverhampton to Shrewsbury between 0700 and 0730, calling at all intermediate stations.
- 2.3        Between and including the Early and Late Services, services shall be provided from Birmingham New Street to Shrewsbury at hourly intervals, calling at the stations specified in Paragraph 1.1. Where reasonable, these shall be timed with services provided by another operator from Birmingham New Street to Aberystwyth or Chester, to promote a half-hourly service calling at Wolverhampton, Telford Central and Wellington. For the purposes of this Paragraph, “half-hourly services” may be provided at intervals not exceeding 40 minutes.
- 2.4        On Mondays to Fridays between 1715 and 1800, one additional service shall be provided from Birmingham New Street to Shrewsbury. This service need not call at Bilbrook, Codsall, Albrighton and Oakengates, so long as there are at least two calls, (including services provided by other operators), at each of these stations in services from Birmingham New Street between the above mentioned times.
- 2.5        On Mondays to Fridays between 0515 and 0615, two additional services shall be provided from Shrewsbury to Wolverhampton, calling at all intermediate stations.

- 2.6 On Mondays to Fridays before the Early Service, two additional services shall be provided between 0630 and 0745 from Shrewsbury to Birmingham New Street. The interval between these services shall be not be more than 40 minutes. These services need not call at Cosford, Albrighton, Codsall and Bilbrook (one of these services need not call at Oakengates), so long as there are at least two calls, (including services provided by other operators), at each of these stations in services to Birmingham New Street between the above mentioned times.
- 2.7 Between and including the Early and Late Services, services shall be provided from Shrewsbury to Birmingham New Street at hourly intervals, calling at the stations specified in Paragraph 1.1. Where reasonable, these shall be timed with services provided by another operator from Aberystwyth or Chester to Birmingham New Street, to promote a half-hourly service calling at Wellington, Telford Central and Wolverhampton. For the purposes of this Paragraph, "half-hourly services" may be provided at intervals not exceeding 40 minutes.
- 2.8 After the Late Service, one additional service shall be provided in each of the time periods 2015-2045 and 2145-2215 from Shrewsbury to Birmingham New Street. The second service may terminate at Wolverhampton.

### **3. Service Pattern - Sundays**

- 3.1 No service is required to be provided on Sundays. [Another operator provides the service between Birmingham New Street and Shrewsbury on Sundays].

### **4. Limited Stops**

There is no requirement for Limited Stops to be made on Route O.

#### 4. Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Shrewsbury	0905	0905	N/A
Shrewsbury - Birmingham New Street	0900	0800	N/A

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Shrewsbury	2150	2150	N/A
Shrewsbury - Birmingham New Street	1830	1830	N/A

#### 5. Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street - Shrewsbury	<b>1 hour 10 minutes.</b> One service may take up to 1 hour 13 minutes.	<b>1 hour 10 minutes.</b> Two services may take up to 1 hour 13 minutes.	N/A
Shrewsbury - Birmingham New Street	1 hour 13 minutes	1 hour 13 minutes	N/A

**Route P            BIRMINGHAM NEW STREET - CREWE – LIVERPOOL LIME STREET**

**1.      Route Definition**

- 1.1      Services shall be provided between Birmingham New Street and Liverpool Lime Street, calling at, Wolverhampton, Stafford, Crewe, Runcorn and Liverpool South Parkway.
- 1.2      Limited Stops shall be provided at Smethwick Galton Bridge, Coseley, Penkridge, Winsford, Hartford and Acton Bridge.
- 1.4      Services in Route P can be combined at Birmingham New Street with services in Route I (Northampton - Birmingham New Street), to facilitate cross-Birmingham inter-urban journey opportunities, provided that the SLC 2 service requirements specified below for Route P are met.

**2.      Service Pattern – Mondays to Fridays and Saturdays**

**Northbound**

- 2.1      Between and including the Early Service and 1845, services shall be provided at half-hourly intervals from Birmingham New Street to Liverpool Lime Street, calling at the stations specified in Paragraph 1.1. **The interval between services may be extended to 40 minutes, provided that two trains per hour are operated.**
- 2.2      One additional service shall be provided from Crewe to Liverpool Lime Street, calling at the stations in Paragraph 1.1, to arrive at Liverpool Lime Street between 0700 and 0730.
- 2.3      Between 1845 up to and including the Late Service, three additional services shall be provided from Birmingham New Street to Liverpool, calling at the stations specified in Paragraph 1.1.
- 2.4      One additional service shall be provided from Birmingham New Street to Crewe between 1845 and 1915, calling at Smethwick Galton Bridge, Wolverhampton, Penkridge and Stafford.
- 2.5      One additional service shall be provided from Birmingham New Street to Crewe between the Late Service and 2259, calling at the stations specified in Paragraph 1.1. This service shall additionally call at Coseley and Penkridge.
- 2.6      One additional service shall be provided from Birmingham New Street to Crewe after 2300, calling at the stations specified in Paragraph 1.1. This service shall additionally call at Coseley and Penkridge and shall depart Birmingham New Street not earlier than one hour after the additional service from Birmingham New Street to Crewe specified in Paragraph 2.5.

### **Southbound**

- 2.7 Between 0600 and 0700, two additional services shall be provided from Crewe to Birmingham New Street, calling at Stafford, Penkridge, Wolverhampton and Coseley. The interval between these services shall be at least 25 minutes.
- 2.8 Between the Early Service and 1859, services shall be provided at half-hourly intervals from Liverpool Lime Street to Birmingham New Street, calling at the stations specified in Paragraph 1.1.
- 2.9 Between the Late Service and 2200, three additional services shall be provided at hourly intervals from Liverpool Lime Street to Birmingham New Street, calling at the stations specified in Paragraph 1.1.
- 2.10 Between 1900 and 1930, one additional service shall be provided at hourly intervals from Liverpool Lime Street to Crewe, calling at Liverpool South Parkway, Runcorn, Acton Bridge, Hartford and Winsford. This service shall be timed with services specified in Paragraph 2.6 to provide a half-hourly service between Liverpool Lime Street and Crewe between 1900 and 1959.
- 2.11 Between 2230 and 2345, two additional services shall be provided at hourly intervals from Liverpool Lime Street to Crewe, calling at Liverpool South Parkway, Runcorn, Acton Bridge, Hartford and Winsford. The first of these services shall be timed to operate one hour after the Late Service from Liverpool Lime Street to Birmingham New Street.

### **4. Service Pattern – Sundays**

- 4.1 Between and including the Early and Late Services, services shall be provided at hourly intervals between Birmingham New Street and Liverpool Lime Street, calling at the stations specified in Paragraph 1.1.

## **5. Limited Stops**

### **5.1 Smethwick Galton Bridge, Coseley and Penkridge**

Smethwick Galton Bridge, Coseley, and Penkridge shall be served as follows:

- (a) on Mondays to Fridays by one service per hour between Birmingham New Street and Liverpool Lime Street, between and including the Early and Late Services. All departures from Birmingham New Street between 1600 and 1800 and all departures from Liverpool Lime Street and any intermediate station timed to arrive in Birmingham New Street before 1000 shall also call at Smethwick Galton Bridge, Coseley and Penkridge.
- (b) on Saturdays by one service per hour between Birmingham New Street and Liverpool Lime Street, between and including the Early and Late Services.
- (c) on Sundays, Penkridge shall be served by one service per hour between Birmingham New Street and Liverpool Lime Street, between and including the Early and Late Services. There is no requirement for Smethwick Galton Bridge or Coseley to be served by services in Route P on Sundays.

### **5.2 Winsford and Hartford**

Winsford and Hartford shall be served as follows:

- (a) on Mondays to Fridays by one service per hour between Birmingham New Street and Liverpool Lime Street, between and including the Early and Late Services.
- (b) on Mondays to Fridays by four services timed to arrive in Liverpool Lime Street between 0700 and 0900.
- (c) on Mondays to Fridays by two services departing Liverpool Lime Street between 1700 and 1845.
- (d) on Saturdays by one service per hour between Birmingham New Street and Liverpool Lime Street, between and including the Early and Late Services.
- (e) on Sundays by one service per hour between Birmingham New Street and Liverpool Lime Street, between and including the Early and Late Services.

### **5.3 Acton Bridge**

Acton Bridge shall be served as follows:

- (a) on Mondays to Fridays by four services timed to arrive in Liverpool Lime Street between 0700 and 0900.
- (b) on Mondays to Fridays by one service from Birmingham New Street to Liverpool Lime Street, which shall call at Acton Bridge between 1700 and 1800.



- (c) on Mondays to Fridays by one services departing Liverpool Lime Street between 0700 and 0745.
- (d) on Mondays to Fridays by two services departing Liverpool Lime Street between 1700 and 1845.
- (e) on Saturdays by two services timed to arrive in Liverpool Lime Street before 0900.
- (f) on Saturdays by one service timed to arrive in Liverpool Lime Street between 1630 and 1800
- (g) on Saturdays by one service departing Liverpool Lime Street before 0900
- (h) on Saturdays by two services departing Liverpool Lime Street between 1600 and 1830.
- (i) There is no requirement for Limited Stops at Acton Bridge on Sundays.

#### 4. Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street – Liverpool Lime Street	0745	0745	1130
Liverpool Lime Street – Birmingham New Street	0830	0830	1330

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Birmingham New Street – Liverpool Lime Street	2130	2130	1930
Liverpool Lime Street – Birmingham New Street	1830	1830	2140

**5. Maximum Journey Times**

<i><b>Route</b></i>	<i><b>Monday - Friday</b></i>	<i><b>Saturday</b></i>	<i><b>Sunday</b></i>
Birmingham New Street - Liverpool Lime Street	<b>1 hour 35 minutes.</b> Services calling additionally at the stations in Section 5 may take up to 1 hour 41 minutes	<b>1 hour 35 minutes.</b> Services calling additionally at the stations in Section 5 may take up to 1 hour 41 minutes	<b>1 hour 35 minutes.</b> Services calling additionally at the stations in Section 5 may take up to 1 hour 41 minutes
Liverpool Lime Street – Birmingham New Street	1 hour 42 minutes	1 hour 42 minutes	1 hour 42 minutes

## **Route Q        LONDON EUSTON – NORTHAMPTON**

### **1.        Route Definition**

- 1.1     Fast services shall be provided between London Euston and Northampton, calling at Leighton Buzzard, Bletchley, Milton Keynes Central and Wolverton
- 1.2     Semi-fast services shall be provided between London Euston and Northampton, calling at Watford Junction, Hemel Hempstead, Berkhamsted, Leighton Buzzard, Bletchley, Milton Keynes Central and Wolverton.
- 1.3     Semi-fast services shall be provided between London Euston and Milton Keynes Central, calling at Watford Junction, Hemel Hempstead, Berkhamsted, Tring, Cheddington, Leighton Buzzard and Bletchley.
- 1.4     Stopping services shall be provided between London Euston and Tring, calling at Harrow & Wealdstone, Bushey, Watford Junction, Kings Langley, Apsley, Hemel Hempstead and Berkhamsted.
- 1.5     **(Sundays only, to 1200; also certain early morning and late evening services)** Services shall be provided between London Euston and Northampton, calling at Harrow & Wealdstone, Bushey, Watford Junction, Kings Langley, Apsley, Hemel Hempstead, Berkhamsted, Tring, Cheddington, Leighton Buzzard, Bletchley, Milton Keynes Central and Wolverton.
- 1.6     Fast services specified in Paragraph 1.1 shall be scheduled with services in Route G ([London Euston] – Northampton – Crewe) to provide a half-hourly service between London Euston to Northampton on Mondays to Fridays and Saturdays, calling at Milton Keynes Central, as specified below.

### **2.    Service Pattern – Summary**

The service pattern applicable to the Route Definitions (Paragraphs 1.1-1.5 inclusive) is defined in Paragraphs 3 to 8 and the total number of services provided to individual destinations shall be as follows:

## A. Services from London Euston

Route	Monday-Friday		Monday to Friday Peaks	Saturdays	Sundays
	Until 1559	From 1900			
London Euston - Tring (Paragraph 1.4)	20	5	6	26	10
London Euston - Bletchley	0	0	1	0	0
London Euston - Milton Keynes Central (Paragraph 1.3)	9	6	5	16	10
London Euston - Northampton (Paragraphs 1.1, 1.2, 1.5)	30 (includes services on Route G)	13 (includes services on Route G)	9 (includes services on Route G)	43 (includes services on Route G)	35 (includes route G services)

## B. Services towards London Euston

Route:	Monday-Friday		Monday to Friday Peaks	Saturdays	Sundays
	Until 0659	From 1000			
Tring - London Euston (Paragraph 1.4)	0	21	6	28	10
Bletchley - London Euston	0	0	2	0	0
Milton Keynes Central to London Euston (Paragraph 1.3)	2	13	5	12	10
Northampton to London Euston (Paragraphs 1.1, 1.2, 1.5)	4 (includes services on Route G)	38 (includes services on Route G)	9 (includes services on Route G)	42 (includes services on Route G)	31 (includes route G services)

### **3. Mondays to Fridays - London Euston to Tring**

*(Stopping Services, in Paragraph 1.4)*

- 3.1 Between and including the Early and Late Services, a half-hourly service shall be provided between London Euston and Tring, calling at all stations to Berkhamsted specified in Paragraph 1.4.
- 3.2 Between 2100 and the Late Service in each direction an hourly service shall be provided. These services shall be extended to or have originated from Milton Keynes Central.
- 3.3 Peak departures from London Euston and Peak arrivals at London Euston may omit to call at intermediate stations between Harrow and Wealdstone and Berkhamsted inclusive provided that a half hourly service is provided between London Euston and each such intermediate station.
- 3.4 Departures from London Euston before 0800, arrivals at London Euston before 0700 and the Late Service from London Euston may omit to call at Bushey.
- 3.5 The Early Service to London Euston and the Late Service from London Euston may omit to call at Apsley and Kings Langley.

### **4. Mondays to Fridays - London Euston to Milton Keynes Central and Northampton** *(Semi-fast Services, in Paragraphs 1.2, 1.3)*

#### **Early Morning Service Variations**

- 4.1 Before the Early Service from Milton Keynes Central to London Euston, one additional service shall be provided from Milton Keynes Central to London Euston between 0315 and 0345, calling at the stations specified in Paragraph 1.3 and additionally at Harrow & Wealdstone and Wembley Central. This service need not call at Cheddington, Apsley and Kings Langley.

#### **Core Service Specification**

- 4.2 Between and including the Early and Late Services, a half-hourly service shall be provided between London Euston and Milton Keynes Central calling at Watford Junction, Hemel Hempstead, Berkhamsted, Leighton Buzzard and Bletchley.
  - (a) The Early Service from Milton Keynes Central shall originate from Northampton and shall call additionally at Wolverton and Wembley Central.

- 4.3 Of the half-hourly service specified in Paragraph 4.2, one service per hour shall be extended to Northampton calling at Wolverton, provided that for departures from London Euston before 0700, and for arrivals at London Euston between 0645 and 0959 and between 1730 and 1855 all services specified in Paragraph 4.1 shall be extended to Northampton calling at Wolverton.
- 4.4 Of the half-hourly service specified in Paragraph 4.2, one service per hour shall call additionally at Tring and Cheddington. Such calls shall be made by the Early and Late Services. The Early Service to London Euston and the Late Service to Milton Keynes Central may omit to call at Cheddington.

### **Morning and Afternoon Peaks, and Evening Service Variations**

#### **Northbound**

- 4.5 Departures from London Euston between 1600 and 2100, also Peak arrivals at London Euston between 0700 and 0959 need not call at intermediate stations between Watford Junction and Bletchley inclusive, provided that a half-hourly service is provided between London Euston and each such intermediate station.
- 4.6 The Late Service from London Euston to Milton Keynes Central shall call additionally at Wembley Central and Harrow & Wealdstone. The Late Service need not call at Cheddington.

#### **Southbound**

- 4.7 Between the Late Service from Milton Keynes Central and 2215 one additional service shall be provided from Milton Keynes Central to London Euston, calling at the stations in Paragraph 1.3 and Apsley, Kings Langley, Bushey and Harrow and Wealdstone.
- 4.8 Between 2215 up to and including the Late Service, services departing Northampton for London Euston shall call at the stations specified in Paragraph 1.5. The Late Service need not call at Kings Langley or Apsley.

**5. Mondays to Fridays - London Euston to Northampton** (*Fast Services, in Paragraph 1.1*)

- 5.1 Between 0700 and 2130 departure time from London Euston and between 0730 and 2145 arrival time at London Euston, an hourly service shall be provided between London Euston and Northampton, calling at the stations specified in Paragraph 1.1. These services shall be combined with services specified in Route G, to provide a half-hourly service between London Euston and Northampton, calling at Milton Keynes Central.
- 5.2 After 1600, all services specified in Paragraph 5.1 shall call at Wolverton.
- 5.3 Peak departures from London Euston may omit to call at Bletchley.

**6. Saturdays - London Euston to Tring** (*Stopping Services, in Paragraph 1.4*)

- 6.1 Between and including the Early and Late Services, a half-hourly service shall be provided between London Euston and Tring, calling at all stations to Berkhamsted specified in Paragraph 1.4.
- 6.2 Departures from London Euston before 0800, arrivals at London Euston before 0700 and the Late Service from London Euston may omit to call at Bushey.
- 6.3 The Early Service to London Euston and the Late Service from London Euston may omit to call at Apsley and Kings Langley.
- 6.4 Between 2045 and 2115, one additional service shall be provided from London Euston to Tring, calling at the stations specified in Paragraph 1.4. This service shall be extended to Milton Keynes Central, calling at Cheddington, Leighton Buzzard and Bletchley.

**7. Saturdays - London Euston to Milton Keynes and Northampton**  
*(Semi-fast Services, in Paragraph 1.2, 1.3)*

**Early Morning Service Variations**

**Northbound**

- 7.1 Between 0515 and 0715, three additional services shall be provided from London Euston to Northampton, as follows:
- (a) The first of these services shall depart London Euston between 0515 and 0544. This service shall call at the stations specified in Paragraph 1.5 and need not call at Bushey.
  - (b) The second of these services shall depart London Euston between 0615 and 0644, one hour after the service specified in Paragraph 7.1(a). This service shall be provided by a service specified in Route G and call at the stations specified in Paragraph 1.3 and Wolverton.
  - (c) Between 0645 and 0715, one additional service shall be provided from London Euston to Northampton, calling at the stations in Paragraph 1.5.

**Southbound**

- 7.2 Between 0315 and 0445, two additional services shall be provided from Milton Keynes Central to London Euston at hourly intervals, calling at the stations specified in Paragraph 1.3 and additionally at Harrow & Wealdstone and Wembley Central. These services need not call at Cheddington, Apsley and Kings Langley.
- 7.3 Between 0500 and 0530, one additional service shall be provided from Northampton to London Euston, calling at the stations specified in Paragraph 1.5. This service shall be timed to arrive at London Euston not earlier than one hour after the second service in Paragraph 7.2.

**Core Service Specification**

- 7.4 Between and including the Early and Late Services, a half-hourly service shall be provided between London Euston and Milton Keynes Central, calling at the stations specified in Paragraph 1.2.



- 7.5 Of the half-hourly service specified in Paragraph 7.4, one service per hour shall be extended to Northampton calling at Wolverton. All services specified in Paragraph 7.4 shall be extended to Northampton, calling at Wolverton, during the following time periods:
- (a) departures from London Euston before 1000;
  - (b) departures from Euston between 1900 and 2045;
  - (c) arrivals at London Euston before 0930;
  - (d) arrivals at London Euston between 1900 and 2100.
- 7.6 Of the half-hourly service specified in Paragraph 7.4, one service per hour shall call additionally at Tring and Cheddington. Such calls shall be made by the Early and Late Services. The Early Service to London Euston and the Late Service to Milton Keynes Central may omit to call at Cheddington.

### **Mid and Late Evening Service Variations**

#### **Northbound**

- 7.6 Between 2115 and 2145, one additional service shall be provided from London Euston to Milton Keynes Central, calling at the stations specified in Paragraph 1.2.
- 7.8 The Late Service from London Euston to Northampton shall call at the stations specified in Paragraph **1.5, instead of Paragraph 1.2.**
- 7.9 Between 2215 and 2245, one additional service shall be provided from London Euston to Northampton, calling at the stations specified in Paragraph 1.2. This service need not call at Wolverton.
- 7.10 Between 2300 and 2359, two additional services shall be provided from London Euston to Northampton at an interval of at least 40 minutes, calling at the stations specified in Paragraph **1.5.**
- 7.11 **Between 0015 and 0045 (on Sunday)** one additional service shall be provided from London Euston to Milton Keynes Central calling Wembley Central and all intermediate stations specified in Paragraph **1.5** This may be provided by means of alternative road transport.
- 7.12 **Between 0130 and 0230 (on Sunday),** one additional service shall be provided from London Euston to Milton Keynes Central calling at Wembley Central and all intermediate stations specified in Paragraph **1.5**, except Bushey, Kings Langley, Apsley and Cheddington. This may be provided by means of alternative road transport.

### **Southbound**

- 7.13 Between 1915 and 2145, three additional services shall be provided at hourly intervals from Northampton to London Euston, calling at the stations specified in Paragraph 1.2.
- 7.14 Between 1930 and 2359, five additional services shall be provided at hourly intervals from Northampton to London Euston, calling at the stations specified in Paragraph 1.5. Services specified in this Paragraph departing Northampton before 2159 need not call at Wolverton. The last of these additional services shall not call at Apsley, Kings Langley and Bushey.

### **8. Saturdays - London Euston to Northampton** *(Fast Services, in Paragraph 1.1)*

Between 1000 up to and including the Late Service departure time from London Euston and between 0930 and 1900 arrival time at London Euston, an hourly service shall be provided between London Euston and Northampton, calling at the stations specified in Paragraph 1.1. These services shall be timed with services specified in Route G, to provide a half-hourly service between London Euston and Northampton, calling at Milton Keynes Central.

**9. Sundays - London Euston to Northampton**  
*(Paragraphs 1.2, 1.3, 1.4, 1.5, also Route G)*

**Early Sunday Morning Service Variations**

- 9.1 Between and including 0700 and 1159, a half-hourly service shall be provided between London Euston and Northampton, calling at all stations specified in Paragraph 1.5, except Bushey. Certain stations shall be subject to an amended calling pattern between these times, as follows:
- (a) Apsley, Kings Langley, Tring and Cheddington need only be served by one train per hour.

Between 0700 and 0759, services between London Euston and Northampton may be provided by means of alternative road transport.

**Sunday - Core Service Specification**

- 9.2 Between 1200 and 2144, services shall be provided between London Euston and Northampton, as follows:
- (a) One fast service per hour between London Euston and Northampton, calling at Watford Junction, Leighton Buzzard and Milton Keynes Central. This may be provided by services specified in Route G (London Euston-Northampton-Rugby-Crewe).
  - (b) One semi-fast service per hour between London Euston and Northampton, calling at stations specified in Paragraph 1.2.
  - (c) One semi-fast service per hour between London Euston and Milton Keynes Central, calling at stations specified in Paragraph 1.3.
  - (d) One stopping service per hour between London Euston and Tring, calling at stations specified in Paragraph 1.4.

**Late Sunday Evening Service Variations**

**Northbound**

- 9.3 Between 2145 up to and including the Late Service from London Euston to Northampton, four additional services shall be provided at half-hourly intervals, calling at the stations specified in Paragraph 1.5.
- 9.4 Between **0015 and 0045 (on Monday)**, one additional service shall be provided from London Euston to Northampton, calling at Wembley Central and all intermediate stations specified in Paragraph 1.5.
- 9.5 Between **0115 and 0145 (on Monday)**, one additional service shall be provided from London Euston to Milton Keynes Central calling at Wembley Central and all intermediate stations specified in Paragraph 1.5, except Bushey, Kings Langley, Apsley and Cheddington.

## **Southbound**

- 9.6 Between 2145 up to and including the Late Service from Northampton to London Euston (paragraph 1.2 semi-fast services) three services shall be provided at hourly intervals, calling at the stations specified in Paragraph 1.5, except Bushey. The first of these services may call at stations specified in Paragraph 1.2.

## **10. Early and Late Services**

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
London Euston – Northampton (Fast) <i>(Paragraph 1.1)</i>	0830	1015	1400 *
Northampton – London Euston (Fast) <i>(Paragraph 1.1)</i>	0730	1030	1400 *
London Euston – Northampton (Semi-Fast) <i>(Paragraph 1.2)</i>	0700	0915	0815 <i>(paragraph 1.5)</i>
Northampton – London Euston (Semi-Fast) <i>(Paragraph 1.2)</i>	0545	0730	0745 <i>(paragraph 1.5)</i>
London Euston - Milton Keynes Central (Semi-Fast) <i>(Paragraph 1.3)</i>	0830	0830	1330
Milton Keynes Central – London Euston (Semi-Fast) <i>(Paragraph 1.3)</i>	0615	0800	1400
London Euston – Tring (Stopping Service) <i>(Paragraph 1.4)</i>	0650	0830	1300
Tring - London Euston (Stopping Service) <i>(Paragraph 1.4)</i>	0715	0715	1315

\* provided by Route G services

<i>Late Service departs no earlier than:</i>			
<i>Route</i>	<i>Monday – Friday</i>	<i>Saturday</i>	<i>Sunday</i>
London Euston – Northampton (Fast) <i>(Paragraph 1.1)</i>	2100	1810	2040 *
Northampton – London Euston (Fast) <i>(Paragraph 1.1)</i>	2015	1730	2045 *
London Euston – Northampton (Semi-Fast) <i>(Paragraph 1.2)</i>	0015 <i>(paragraph 1.5)</i>	2145 <i>(paragraph 1.5)</i>	2330 <i>(paragraph 1.5)</i>
Northampton – London Euston (Semi-Fast) <i>(Paragraph 1.2)</i>	2330	1900	2330 <i>(paragraph 1.5)</i>
London Euston - Milton Keynes Central (Semi-Fast) <i>(Paragraph 1.3)</i>	0115	2015	2130
Milton Keynes Central – London Euston (Semi-Fast) <i>(Paragraph 1.3)</i>	2030	1740	2200
London Euston – Tring (Stopping Service) <i>(Paragraph 1.4)</i>	2100	2000	2100
Tring - London Euston (Stopping Service) <i>(Paragraph 1.4)</i>	2115	1945	2115

*\* provided by Route G services*

## 11. Maximum Journey Times

<i>Route</i>	<i>Monday - Friday</i>	<i>Saturday</i>	<i>Sunday</i>
London Euston – Northampton (Fast) ( <i>Paragraph 1.1</i> ) *	<b>* 1 hour 5 minutes</b> , provided that 45% of services complete the journey within 55 minutes.	<b>* 1 hour 5 minutes</b> , provided that 45% of services complete the journey within 55 minutes.	<b>* 55 minutes</b> (refers to Route G service)
Northampton – London Euston (Fast) ( <i>Paragraph 1.1</i> ) *	<b>* 1 hour 4 minutes</b> , provided that 45% of services complete the journey within 58 minutes.	<b>* 1 hour 4 minutes</b> , provided that 45% of services complete the journey within 58 minutes.	<b>* 55 minutes</b> (refers to Route G service)
London Euston – Northampton (Semi-Fast) ( <i>Paragraph 1.2</i> )	<b>1 hour 27 minutes</b> , provided that 80% of services complete the journey within 1 hour 12 minutes	<b>1 hour 27 minutes</b> , provided that 80% of services complete the journey within 1 hour 12 minutes	<b>1 hour 33 minutes</b> ( <i>paragraph 1.5</i> )
Northampton – London Euston (Semi-Fast) ( <i>Paragraph 1.2</i> )	<b>1 hour 20 minutes</b> , provided that 70% of services complete the journey within 1 hour 11 minutes	<b>1 hour 20 minutes</b> , provided that 70% of services complete the journey within 1 hour 11 minutes	<b>1 hour 30 minutes</b> ( <i>paragraph 1.5</i> )
London Euston - Milton Keynes Central (Semi-Fast) ( <i>Paragraph 1.3</i> )	1 hour	1 hour	1 hour
Milton Keynes Central –London Euston (Semi-Fast) ( <i>Paragraph 1.3</i> )	59 minutes	59 minutes	59 minutes
London Euston – Tring (Stopping Service) ( <i>Paragraph 1.4</i> )	43 minutes	43 minutes	43 minutes
Tring - London Euston (Stopping Service) ( <i>Paragraph 1.4</i> )	42 minutes	42 minutes	42 minutes

*\* Maximum Journey Times for Fast services to/from Northampton also include those provided by Route G services.*

**Route Q London Euston->Northampton: Monday-Friday Core Service specification**

**(1) EUSTON DEPARTURES TO:**

SERVICE PROVISION (tph) ON ROUTE DEFINITION:							Notes
Route/From	NORTHAMP TON 1.1: FAST	NORTHAMPT ON 1.2: SEMI- FAST	MILTON KEYNES CENTRAL 1.3: SEMI- FAST	TRING 1.4: STOPPIN G	Route G - to NTN/Crewe (links with 1.1 FAST for 30" NTN service)	NORTHAMPT ON ALL STATIONS 1.5	
Off-Peak standard hour:	xx13	xx54	xx24	xx04, 34	xx46		
in hour:							
0300-0359							
0400-0459							
0500-0559						1	1.5 = 0530 EUS->NTN
0600-0659	1	1		2	1		Route G 1st service (0624), add'l stops covering 1.2/1.3 pattern
0700-0759	1	1	1	2	1		
0800-0859	1	1	1	2	1		
0900-0959	1	1	1	2	1		
1000-1059	1	1	1	2	1		
1100-1159	1	1	1	2	1		
1200-1259	1	1	1	2	1		
1300-1359	1	1	1	2	1		
1400-1459	1	1	1	2	1		
1500-1559	1	1	1	2	1		
1600-1659	1		1	3	1		PM peak quantum and calling pattern variations; Route G extra->RUG
1700-1759	1	2	2	2	1		extended intervals/call pattern changes in PM peak; Route G extra->RUG
1800-1859	1	1	3	2	1		extended intervals/call pattern changes in PM peak; Route G extra->RUG. 1 x 1.3 train is Bletchley (dep 1834)
1900-1959	1	1	1	2	1		Route G extra->RUG
2000-2059	1	1	1	2	1		Route G extra->NTN
2100-2159	1	1	2	1	1		Route G extra->NTN (2146). Extra 1.3 at 2134 (extended 1.4 service)
2200-2259		2	1				extra 1.2 picks up 1.3 stops; 1.3 picks up 1.4 stops
2300-2359		1	1				1.2 = 2324 (Dec 2006 timetable)
0000-0059		1				1	1.2 = 0004; 1.5 = 0034
0100-0159			1				1.3 = 0134, stops additionally at Wembley Central
TOTAL	16	20	22	32	16	2	

Note: Cells highlighted in YELLOW refer to variations in service, outside the hours in which the "core" service operates.

**Route Q London Euston->Northampton Monday-Friday Core Service specification**

**(2) SERVICES TO EUSTON, FROM**

SERVICE PROVISION (tph) ON ROUTE DEFINITION							Notes
Route/From	NORTHAMPT ON 1.1 FAST	NORTHAMPT ON 1.2 SEMI-FAST	MILTON KEYNES CENTRAL 1.3 SEMI-FAST	TRING 1.4 STOPPIN G	Route G - ex Crewe/NTN (links with 1.1 FAST for 30" NTN service)	NORTHAMPT ON ALL STATIONS 1.5	
Off-Peak standard hour:	xx25	xx03	xx47	xx26, 56	xx50		
in hour							
0300-0359			1				
0400-0459		2					
0500-0559		1	1		1		1.3 pattern - dep Bletchley 0538. Route G extra 0508 ex-COV
0600-0659	1		2		1		AM Peak quantum variation. Route G extra 0613 ex-RUG
0700-0759	3	1	1	2			AM Peak quantum variation
0800-0859	2		2	2	1		AM Peak quantum variation
0900-0959	1	1	1	2	1		
1000-1059	1	1	1	2	1		
1100-1159	1	1	1	2	1		
1200-1259	1	1	1	2	1		
1300-1359	1	1	1	2	1		
1400-1459	1	1	1	2	1		
1500-1559	1	1	1	2	1		
1600-1659	1	1	1	2	1		
1700-1759	1	1	1	2	1		
1800-1859	1	1	1	2			
1900-1959	1	1	1	2			
2000-2059	1	1	1	2			
2100-2159	1	1	1	1			
2200-2259		1				1	1.3 extra = 2203 (Dec 2008 timetable). 1.5 = 2246 (Dec 2006)
2300-2359						1	1.5 = 2346 (Dec 2006 timetable)
0000-0059							
0100-0159							
TOTAL	19	18	20	29	12	2	

Note: Cells highlighted in YELLOW refer to variations in service, outside the hours in which the "core" service operates.

**Route Q London Euston->Northampton: Saturday Core Service specification**

**(1) EUSTON DEPARTURES TO:**

SERVICE PROVISION (tph) ON ROUTE DEFINITION:							Notes
Route/From	NORTHAMPTON 1.1: FAST	NORTHAMPTON 1.2: SEMI-FAST	MILTON KEYNES CENTRAL 1.3: SEMI-FAST	TRING 1.4: STOPPIN G	Route G - ex NTN (links with 1.1 FAST for 30" NTN service)	NORTHAMPTON ON ALL STATIONS 1.5	
Off-Peak standard hour:	xx13	xx54	xx24	xx04, 34	xx46		
in hour:							
0500-0559							
0600-0659							



0700-0759			1	1	1	1						
0800-0859			1	1	1	1						
0900-0959	1		1		1	2						
1000-1059	1		1		1	2						
1100-1159	1		1		1	2						
1200-1259	1		1		1	2						
1300-1359	1		1		1	2						
1400-1459	1		1		1	2						
1500-1559	1		1		1	2						
1600-1659	1		1		1	2						
1700-1759	1		1		1	2						
1800-1859	1		1		1	2						
1900-1959			1		1	2						
2000-2059			1		1	1						
2100-2159			1		1	1						
2200-2259			1									
2300-2359												
0000-0059												
0100-0159												
TOTAL	10		16		15	26		13			4	

**Route Q London Euston->Northampton: Saturday Core Service specification**

**(2) SERVICES TO EUSTON, FROM**

SERVICE PROVISION (tph) ON ROUTE DEFINITION:							Notes
Route/From	NORTHAMP TON 1.1: FAST	NORTHAMPT ON 1.2: SEMI- FAST	MILTON KEYNES CENTRAL 1.3: SEMI- FAST	TRING 1.4: STOPPIN G	Route G - ex NTN (links with 1.1 FAST for 30" NTN service)	NORTHAMPT ON ALL STATIONS 1.5	
Off-Peak standard hour:	xx25	xx03	xx47	xx26, 56	xx50		
in hour:							
0500-0559							
0600-0659		1	1	2			
0700-0759		1	1	2			
0800-0859		1	1	2	1		
0900-0959	1	1	1	2	1		
1000-1059	1	1	1	2	1		
1100-1159	1	1	1	2	1		
1200-1259	1	1	1	2	1		
1300-1359	1	1	1	2	1		
1400-1459	1	1	1	2	1		
1500-1559	1	1	1	2	1		
1600-1659	1	1	1	2	1		
1700-1759	1	1	1	2	1		
1800-1859		1		2	1		
1900-1959		2		2		1	1.2 extra = 1932. 1.5 = 1947 (both Dec 2006)
2000-2059		1				1	1.5 = 2050 (Dec 2006)
2100-2159		1				1	1.5 = 2147 (Dec 2006)
2200-2259						1	1.5 = 2242 (Dec 2006)
2300-2359						1	1.5 = 2345 (Dec 2006)
0000-0059							
0100-0159							
<b>TOTAL</b>	<b>9</b>	<b>17</b>	<b>12</b>	<b>28</b>	<b>11</b>	<b>5</b>	

Note: Cells highlighted in YELLOW refer to variations in service, outside the hours in which the "core" service operates.

**Route Q London Euston->Northampton: Sunday Core Service specification**

**(1) EUSTON DEPARTURES TO:**

SERVICE PROVISION (tph) ON ROUTE DEFINITION:						
Route/From	NORTHAMPTON 1.2: SEMI-FAST	MILTON KEYNES CENTRAL 1.3: SEMI-FAST	TRING 1.4: STOPPING	Route G - to NTN, Crewe (provides NTN FAST on SuO) (xx46)	NORTHAMPTON ON ALL STATIONS 1.5	Notes
Off-Peak standard hour:	xx54	xx24	xx26 OR xx56		1 tph combined with 1.2-> 30 min i/vals pre 1200	
<b>in hour:</b>						
0600-0659						
0700-0759	1				1	
0800-0859	1				1	
0900-0959	1				1	
1000-1059	1				1	
1100-1159	1				1	
1200-1259	1	1	1	1		
1300-1359	1	1	1	1		(Route G terminates Rugby)
1400-1459	1	1	1	1		
1500-1559	1	1	1	1		(Route G terminates Rugby)
1600-1659	1	1	1	1		
1700-1759	1	1	1	1		(Route G terminates Rugby)
1800-1859	1	1	1	1		
1900-1959	1	1	1	1		(Route G terminates Rugby)
2000-2059	1	1	1	1		(Route G terminates Rugby)
2100-2159	1	1	1			
2200-2259					2	
2300-2359					2	
0000-0059					1	1.5 = 0034 (from Dec 2006 timetable)
0100-0159					1	1.5 = 0134 (from Dec 2006 timetable), terminates Milton Keynes Central
<b>TOTAL</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>11</b>	

Note: Cells highlighted in YELLOW refer to variations in service, outside the hours in which the "core" service operates.

**Route Q London Euston->Northampton: Sunday Core Service specification**

**(2) SERVICES TO EUSTON, FROM**

SERVICE PROVISION (tph) ON ROUTE DEFINITION:						Notes
Route/From	NORTHAMPTON 1.2: SEMI-FAST	MILTON KEYNES CENTRAL 1.3: SEMI-FAST	TRING 1.4: STOPPING	Route G - ex NTN (provides NTN FAST on SuO)	NORTHAMPTON ON ALL STATIONS 1.5	
Off-Peak standard hour:	xx03	xx47	xx04 OR xx34	(xx50)	1 tph combined with 1.2-> 30 min i/vals pre 1200	
in hour:						
0600-0659						
0700-0759	1				1	
0800-0859	1				1	
0900-0959	1				1	
1000-1059	1				1	
1100-1159	1				1	
1200-1259	1	1	1	1		
1300-1359	1	1	1	1		
1400-1459	1	1	1	1		
1500-1559	1	1	1	1		
1600-1659	1	1	1	1		
1700-1759	1	1	1	1		
1800-1859	1	1	1	1		
1900-1959	1	1	1	1		
2000-2059	1	1	1	1		
2100-2159	1	1	1			1.2 = 2153 NTN-EUS (Dec 2006 timetable), may be provided as 1.5 calling pattern
2200-2259					1	1.5 = 2253 NTN-EUS (Dec 2006 timetable)
2300-2359					1	1.5 = 2353 NTN-EUS (Dec 2006 timetable)
0000-0059						
0100-0159						
<b>TOTAL</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>9</b>	<b>7</b>	

Note: Cells highlighted in YELLOW refer to variations in service, outside the hours in which the "core" service operates.

## **Route R      WATFORD JUNCTION – ST ALBANS ABBEY**

### **1.      Route Definition**

Services shall be provided between Watford Junction and St Albans Abbey, calling at Watford North, Garston (Hertfordshire), Bricket Wood, How Wood and Park Street.

### **2.      Service Pattern – Mondays to Fridays and Saturdays**

Between and including the Early and Late Services, 21 services shall be provided at intervals not exceeding one hour.

### **3      Service Pattern - Sundays**

Between and including the Early and Late Services, services shall be provided at hourly intervals

### **4.      Early and Late Services**

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Watford Junction-St Albans Abbey	0630	0630	0830
St Albans Abbey – Watford Junction	0645	0645	0900

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Watford Junction-St Albans Abbey	2115	2115	2200
St Albans Abbey – Watford Junction	2145	2145	2215

### **5.      Maximum Journey Times**

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Watford Junction-St Albans Abbey	17 minutes	17 minutes	16 minutes
St Albans Abbey – Watford Junction	17 minutes	17 minutes	16 minutes

## Route S      BLETCHLEY - BEDFORD

### 1.      Route Definition

- 1.1      Services shall be provided between Bletchley and Bedford, calling at Fenny Stratford, Bow Brickhill, Woburn Sands, Apsley Guise, Ridgmont, Lidlington, Millbrook (Bedfordshire), Stewartby, Kempston Hardwick and Bedford St Johns.

### 2.      Service Pattern – Mondays to Fridays and Saturdays

- 2.1      Between and including the Early and Late Services, an hourly service shall be provided. Service intervals may be extended to 1 hour 25 minutes providing that four services are provided within any 4 hour 25 minute period.
- 2.2      The Franchise Operator shall use reasonable endeavours to time services to meet the needs of Bedford schools on Schooldays.

### 3.      Service Pattern - Sundays

There is no requirement for a service to be provided on Sundays.

### 4.      Early and Late Services

<i>Early Service arrives at destination no later than:</i>			
<b>Route</b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Bletchley-Bedford	0630	0630	N/A
Bedford-Bletchley	0730	0730	N/A

<i>Late Service departs no earlier than:</i>			
<b><i>Route</i></b>	<b><i>Monday – Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Bletchley-Bedford	2030	2030	N/A
Bedford-Bletchley	2130	2130	N/A

### 5.      Maximum Journey Times

<b><i>Route</i></b>	<b><i>Monday - Friday</i></b>	<b><i>Saturday</i></b>	<b><i>Sunday</i></b>
Bletchley-Bedford	42 minutes	42 minutes	N/A
Bedford-Bletchley	42 minutes	42 minutes	N/A

**APPENDIX 1 - Summary of SLC 2 Coventry-Wolverhampton corridor Standard Hour Calling Patterns, Mondays to Saturdays**

Direction:	Coventry – Wolverhampton											
Trains between:	BHM-LIV	BMI-BHM	BHM-WOL	COV-BHM	BHM-LIV	NPT-BHM	BHM-SHR	BHM-WOL	NPT-BHM	BMI-WALES	Total	Comments
SLC Route:	P	J1	H	J1	P	I	O	H	I			
Station												
Canley				1		1					2	
Tile Hill				1		1			1		3	
Berkswell				1		1					2	
Hampton-in-Arden				1					1		2	
Marston Green				1		1			1		3	
Lea Hall		1				1					2	
Stechford		1				1					2	
Adderley Park		1									1	
Smethwick Rolfe Street			1					1			2	
Smethwick Galton Bridge			1		1			1		1*	4	*ATW service
Sandwell and Dudley			1				1	1			3	
Dudley Port			1					1			2	
Tipton			1					1			2	
Coseley	1		1					1			3	
Direction:	Wolverhampton-Coventry											
Station												
Canley				1					1		2	
Tile Hill				1		1			1		3	
Berkswell				1					1		2	
Hampton-in-Arden				1		1					2	
Marston Green				1		1			1		3	
Lea Hall		1		1							2	
Stechford		1		1							2	
Adderley Park		1									1	
Smethwick Rolfe Street			1					1			2	
Smethwick Galton			1		1			1		1*	4	*ATW service

Bridge												
Sandwell and Dudley			1				1	1			3	
Dudley Port			1					1			2	
Tipton			1					1			2	
Coseley	1		1					1			3	



## Derogation Page

### - DETAILED SCHEDULE OF PROPOSED DEROGATIONS TO SLC 2

SLC Notification Statement for Dec 2008 timetable							
Ref no.	Route & Clause	Route Description	Day of week	Nature of non-compliance	Nature of Derogation request / Variation to obligation requested	Justification	DfT Recommendation / Query
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008 1	D 2.4	Birmingham Snow Hill – Stourbridge Junction – Kidderminster / Bromsgrove – Worcester / Great Malvern	XX	There is no extension to Gt Malvern in specified timeband, between 0600 and the Early Service	Derogation request, to allow 0723 service to terminate at Worcester Foregate Street	This was identified early in the development process and explained in an e-mail dated 29 May 2008. Caused by insufficient network capacity to path all specified London Midland and FGW services between Worcester Foregate Street and Great Malvern DfT analysis: London Midland and FGW have worked together to devise a timetable solution with regard to available network capacity which preserves sufficient capacity for passengers travelling between Worcester Foregate Street and Great Malvern, with appropriate connection facilities available at Worcester Foregate Street	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables

						for passengers to/from Great Malvern as required. This has facilitated wider passenger benefit for Stourbridge Line in London Midland Dec 2009 timetable ,through provision of balanced Worcester half-hourly paths west of Stourbridge Junction, unlike current 20/40 minute split – acceptable.	
Dec 2008 2	D 2.7	Birmingham Snow Hill – Stourbridge Junction – Kidderminster / Bromsgrove – Worcester / Great Malvern	<sup>SX</sup>	The 12.13 departure from Snow Hill is extended to Gt Malvern, just outside the timeband.	Derogation request, to allow 1213 Birmingham Snow Hill service to extend to Great Malvern, outside required 0900-1200 Snow Hill departure timeband	The trains extended to Gt Malvern are dictated by 2 factors; one is the need to balance formations between the morning and evening peaks and the other is the availability of paths between the FGW services on this route. DfT analysis: Specified Great Malvern service is still provided, marginally later than required timeband and facilitates wider Stourbridge Line passenger benefits (described against derogation 1 above) – acceptable.	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables

<b>Ref no.</b>	<b>Route &amp; Clause</b>	<b>Route Description</b>	<b>Day of week</b>	<b>Nature of non-compliance</b>	<b>Nature of Derogation request / Variation to obligation requested</b>	<b>Justification</b>	<b>DfT Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008 3	D 2.16	Birmingham Snow Hill – Stourbridge Junction – Kidderminster / Bromsgrove – Worcester / Great Malvern	SX	There are only 2 departures from Great Malvern in the prescribed time-band.	Derogation request, to allow for only 2 departures from Great Malvern to Birmingham Snow Hill between 0900-140, instead of 3 Snow Hill service to extend to Great Malvern, outside required 0900-1200 Snow Hill departure timeband	This was identified early in the development process and explained in an e-mail dated 29 May 2008. DfT analysis: 0918 service from Great Malvern connects into service at Worcester Shrub Hill, allowing for a same-time arrival in Birmingham off the former 0935 Great Malvern-Birmingham Snow Hill service. Journey opportunity for passengers from, Great Malvern maintained through an acceptable connection at Worcester Foregate Street, this forms part of package of changes which facilitates wider Stourbridge Line passenger benefits (described against derogation 1 above).	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables
Dec 2008 4	D 2.23 (a) NOTE:	Birmingham Snow Hill – Stourbridge Junction –	Sat	There is an interval of 2h 28m in trains	Derogation request, to allow for max 2-hour interval between	This is caused by pathing round FGW services. Currently there are trains through from Snow Hill to Gt Malvern on Saturdays departing at 1553 and	Recommendation: Derogation to be granted for Dec 2008 and May 2009

	Is 2.24a in updated SLC 2	Kidderminster / Bromsgrove – Worcester / Great Malvern		departing from Snow Hill to Gt Malvern between 13.45 and 16.13.	departures from Birmingham Snow Hill-Great Malvern 0900-1629 to be exceeded between 1345-1613	1653. These have been replaced with one service at 1613 from Snow Hill.  DfT analysis: Pathing issue and solution adopted to provide one service between 1600-1630 to minimise gap between services noted - DfT considers that specified quantum should be provided at earliest opportunity.	timetables, subject to London Midland continuing to examine alternative timetabling solutions (and bidding for paths) for Dec 2009 timetable
Dec 2008  5	D 2.23 (b)  NOTE: Is 2.24 (b) in updated SLC 2	Birmingham Snow Hill – Stourbridge Junction – Kidderminster / Bromsgrove – Worcester / Great Malvern	Sat	Only 1 train provided between 1630-2030	Derogation request, to allow for only 1 train to be provided instead of 2 between departures from Birmingham Snow Hill-Great Malvern 1630--2030	This is caused by pathing round FGW services, resulting in only one train (1955) in the second timeband, again caused by pathing.  DfT analysis: Pathing noted - DfT considers that specified quantum should be provided at earliest opportunity.	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, subject to London Midland continuing to examine alternative timetabling solutions (and bidding for paths) for Dec 2009 timetable

<b>Ref no.</b>	<b>Route &amp; Clause</b>	<b>Route Description</b>	<b>Day of week</b>	<b>Nature of non-compliance</b>	<b>Nature of Derogation request / Variation to obligation requested</b>	<b>Justification</b>	<b>DfT Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008 6	D 2.28 (a) and (b)  NOTE: Is 2.29 (a) & (b) in updated SLC 2	Birmingham Snow Hill – Stourbridge Junction – Kidderminster / Bromsgrove – Worcester / Great Malvern	Sat	2.29(a) - Departure from Great Malvern one minute too late for 0800-0859 timeband 2.29(b) – only 3 services provided from Great Malvern 1100-1759 (should be 4)	Derogation request, to allow: 2.29(a) for 0800-0859 timeband departure range to be exceeded 2.29(b) only 3 trains to be provided instead of 4, from 1100-1759	There is a departure from Gt Malvern at 09.00, one minute too late for timeband (a); there are one too few departures for timeband (b), caused by pathing around FGW services. DfT analysis: 2.29 (a) service is provided, virtually within timeband – acceptable. DfT accepts this as flexing by Network Rail, no derogation required 2.29 (b) DfT notes pathing problems caused by FGW trains and inability to provide 4 services - considers that 4 services should be reinstated at the earliest opportunity.	Recommendation: 2.29 (a) – No derogation required, London Midland to work with Network Rail to deliver SLC compliance 2.29 (b) - Derogation to be granted for Dec 2008 timetable, subject to London Midland bidding for 4th train in May 2008 timetable
Dec 2008 7	G 4.1(d) Limited Stops	London Euston – Northampton-Crewe	Sun	Inability to provide calls at Leighton Buzzard	Derogation request, to allow: Sunday calls not to be provided in	Structure of West Coast Main Line timetable and proximity of West Coast Trains services do not allow call to be inserted in Dec 2008 timetable DfT analysis:	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, subject

					hourly fast Route G services	DfT notes that Leighton Buzzard continues to be served by same 2 tph quantum (1 Northampton semi-fast, 1 Milton Keynes Central semi-fast) as in current timetable. 3rd stop in each hour at Leighton Buzzard on Route G services departing Euston after 1200 is part of SLC 2 core specification.	to London Midland bid for Leighton Buzzard Sunday stops in Dec 2009
Dec 2008 8	G 1.1 2.3 2.4 3.2 3.6	London Euston – Northampton-Crewe	SX, Sat	Inability to provide calls at Long Buckby in standard calling pattern for Route G	Maintain quantum through transfer of Route G calls to second 2nd Northampton-Birmingham Route I service	Current Dec 2008 timetable structure does not facilitate specified call in Route G London Euston-Northampton-Crewe service. Overall requirement for 2 calls in each hour at Long Buckby (1 in each of each Routes G and I) can be satisfied by transferring the Route G call to the 2 <sup>nd</sup> Northampton-Birmingham service. This facilitates strengthening of Northampton-Euston services to satisfy passenger demand. DfT analysis: Approach is acceptable, as the second of the Route I Northampton-Birmingham services originates from London Euston (as semi-fast London-Northampton service on Route Q, para 1.2 calling pattern), maintaining direct service between Long Buckby and Euston otherwise provided in Route G.	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, subject to London Midland bidding to Network Rail for SX and Sat Long Buckby calls in Route G services for Dec 2009
<b>Ref</b>	<b>Route</b>	<b>Route</b>	<b>Day</b>	<b>Nature of</b>	<b>Nature of</b>	<b>Justification</b>	<b>DfT</b>

<b>no.</b>	<b>&amp; Clause</b>	<b>Description</b>	<b>of week</b>	<b>non- compliance</b>	<b>Derogation request / Variation to obligation requested</b>		<b>Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008  9	J2 2.1	Birmingham New Street – Walsall / Hednesford – Rugeley Trent Valley	SX Sat	Inability to stop all additional Rugeley Trent Valley service at all stations North of Walsall Inability to run 1307, 1407 Birmingham NS-Rugeley TV services through to Rugeley TV, due to freight train conflicts	Derogation requests, to allow : the additional service in each hour not to call at Bloxwich, Bloxwich North and Landywood the 1307 and 1407 services to terminate at Hednesford, not Rugeley Trent Valley	Service Increment for this route requires both Birmingham New Street- Walsall-Rugeley Trent Valley services to call at all stations between Walsall to Rugeley Trent Valley inclusive, but the operating constraints of the Walsall- Rugeley Trent Valley line (long signal sections, restricted line speed and need to path heavy freight traffic through to West Coast Main Line) only provide enough capacity for the 1 all-stations and 1 skip-stopping service (north of Walsall, is fast to Cannock , then all stations as specified). DfT Analysis: London Midland has sought to serve the principal stations on this route, and is maintaining the hourly all-stations service which provides sufficient capacity Bloxwich, Bloxwich North and Landywood – acceptable - TOC to continue to work with Network Rail to secure the appropriate paths (b) No derogation required, as Network	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, subject to London Midland continuing to work with Network Rail to secure the appropriate paths Network Rail flexing NOTED, no derogation required.

						Rail has exercised its flexing rights to enable two freight services to operate	
Dec 2008  10	J2 2.13  NOTE: is 2.16 in updated SLC 2	Birmingham New Street – Walsall / Hednesford – Rugeley Trent Valley	Sat	Inability to provide three services between 0545-0745 from Birmingham-Rugeley Trent Valley, calling at all stations	Derogation request, to allow one of these services to terminate at Hednesford, and for journey opportunities for stations South of Walsall to Rugeley TV to be covered by means of a connection at Walsall	<p>The 3 services meeting this requirement depart from New St at 06.02, 06.27 and 07.39. This last is fast to Walsall, calling only at Tame Bridge. There is an all-stations train to Walsall at 07.17 ahead of this, covering the requirement for calls at intermediate stations.</p> <p>DfT Analysis: Proposed timetable approach is acceptable for Dec 2008, recognising the alternative timetable approach employed. TOC should continue to work with Network Rail to optimise early Saturday morning through quantum requirements and journey opportunities.</p>	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, subject to London Midland continuing to work with Network Rail to optimise early Saturday morning through quantum requirements and journey opportunities, for Dec 2009.



<b>Ref no.</b>	<b>Route &amp; Clause</b>	<b>Route Description</b>	<b>Day of week</b>	<b>Nature of non-compliance</b>	<b>Nature of Derogation request / Variation to obligation requested</b>	<b>Justification</b>	<b>DfT Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008  11	M1 2.1  NOTE: Also affects Clause 2.3	Hereford / Great Malvern – Worcester – Birmingham New Street (via Bromsgrove)	SX	New peak hour (1700-1800) in Dec 2008 timetable does not align to SLC 2 outputs as currently drafted	Derogation request, to allow service as timetabled to operate, or redraft of SLC against timetable	<p>The 17.50 New St - Hereford omits University and Bromsgrove, but the 17.59 New St - Gt Malvern (specified in #2.3) calls at both. This is because, in previous TTs, the 17.59 was part of the standard interval service and the 17.50 was the additional train</p> <p>DfT Analysis: Proposed Dec 08 timetable provides better balance of services to Hereford (30 min interval instead of 40) and use of capacity, through extension of fast terminating service to Hereford and a service extension to Great Malvern, whilst preserving quantum at intermediate stations.</p>	Recommendation: Derogation to be granted against Clauses 2.1 and 2.3 for Dec 2008 timetable, to enable timetabled service to operate.
Dec 2008  12	M1 3.2	Hereford / Great Malvern – Worcester –	Sat	90 minute interval exceeded between 2	Derogation request, to allow 100 minute interval	Arriva Cross-Country have requested that the 19.30 New St - Hereford was retimed 11 minutes earlier at 19.19 (matching SX). This gives a 100 minute	Recommendation: Derogation to be granted for Dec 2008 and May

		Birmingham New Street (via Bromsgrove)		additional services departing from Birmingham New Street - Hereford 1915- 2130	between services from Birmingham New Street 1915-2130	interval to 20.59. DfT analysis: TOC has acted reasonably in responding to Arriva CrossCountry which operates on the same route. Whilst this generates a small passenger benefit through aligning Saturday services to the SX pattern, providing a 6-day timetable, TOC should continue to work to achieve specified 90 minute maximum interval.	2009 timetables
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<b>Ref no.</b>	<b>Route &amp; Clause</b>	<b>Route Description</b>	<b>Day of week</b>	<b>Nature of non-compliance</b>	<b>Nature of Derogation request / Variation to obligation requested</b>	<b>Justification</b>	<b>DfT Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008 13	M1 3.6	Hereford / Great Malvern – Worcester – Birmingham New Street (via Bromsgrove)	Sat	Omitted call at Worcester Shrub Hill	Derogation request, to omit Worcester Shrub Hill call from 1959 Hereford-Birmingham New Street service	The 19.59 (SO) Hereford - New St omits Shrub Hill because of pathing issues. While it could depart Hereford earlier and make the call, this would break a connection at Hereford out of 17.01 Carmarthen - Manchester (arr 19.53 DfT analysis: Request justified through maintaining benefit to passengers of maintaining ability of passengers connect to Worcester at Hereford out of long-distance ATW Manchester service. Worcester Foregate Street served through this connection. Acceptable alternative journey opportunity for passengers from Worcester SH at 2052 to Birmingham Snow Hill (Route D)	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables
Dec 2008	O Section 4	Birmingham New Street /	SX	Late Service-delayed departure	Derogation request, to allow later departure	The late service on SX has been held back until 22.21 at the request of ATW, giving a 76 minute interval from	Recommendation: Derogation to be granted for Dec

14		W'hampton – Wellington / Shrewsbury			time of Late Service from Birmingham New Street- Shrewsbury and permit extended interval between the penultimate and Late Services to Shrewsbury	21.05. DfT analysis: TOC has acted reasonably in responding to ATW which operates on the same route. This provides passenger benefit through later journey opportunity from Birmingham, whilst maintaining separation between adjacent ATW and London Midland Shrewsbury services.	2008 and May 2009 timetables
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<b>Ref no.</b>	<b>Route &amp; Clause</b>	<b>Route Description</b>	<b>Day of week</b>	<b>Nature of non-compliance</b>	<b>Nature of Derogation request / Variation to obligation requested</b>	<b>Justification</b>	<b>DfT Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008 15	P 2.3	Birmingham New Street - Liverpool	Sat	Inability to run late evening 2036, 2136 Birmingham New Street-Liverpool services beyond Crewe	Derogation request, to allow 2036, 2136 services to terminate at Crewe	Extremely restrictive Network Rail ROTR requirements preclude late Saturday evening access after 2230at the north end of the Birmingham-Liverpool route, requiring some London Midland Birmingham-Liverpool services to be terminated short or not operated, to provide the right rolling stock balances/berthing for Sunday morning services. DfT Analysis: ROTR issues noted, but delivery of a late evening Birmingham NS-Liverpool service forms part of the core SLC 2 specification, DfT considers that this should be delivered at the earliest opportunity and therefore requests that London Midland continues to press for appropriate paths, unless it can be demonstrated that the degree of engineering access required by NR is essential	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, subject to London Midland continuing to bid to Network Rail for these services in May 2009 or Dec 2009, whichever is the earlier
Dec 2008 16	P 2.5	Birmingham New Street - Liverpool	Sat	Inability to run 3 late evening Birmingham New Street-Liverpool after Late Service up to 2259	Derogation request, to allow these services not to operate on Saturdays		
Dec 2008 17	P 2.6	Birmingham New Street - Liverpool	Sat	Inability to run late evening service Birmingham New Street-Crewe after 2300	Derogation request, to allow this service not to operate on Saturdays		

Dec 2008 18	P 2.11	Birmingham New Street - Liverpool	Sat	Inability to run 2 late evening Liverpool - Crewe services after 2245	Derogation request, to allow these services not to operate on Saturdays		
Dec 2008 19	P 4.2 Limited Stops	Birmingham New Street - Liverpool	SX Sat	Gap in calls at Winsford in standard service, with some 2-hour gaps in Dec 2008 timetable	Derogation request, to permit some two-hour gaps at Winsford in Dec 2008 timetable, versus base hourly service specification	Network Rail has not been able to offer an optimal timetable solution to provide hourly services at Winsford, Some skip-stopping has had to be adopted, to accommodate the 2 <sup>nd</sup> London Midland Birmingham- Liverpool service and allow for pathing of all operators north of Weaver Junction, including accelerated WCT services.	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, subject to London Midland bidding to Network Rail for SX and Sat hourly calls at Winsford for Dec 2009

<b>Ref no.</b>	<b>Route &amp; Clause</b>	<b>Route Description</b>	<b>Day of week</b>	<b>Nature of non-compliance</b>	<b>Nature of Derogation request / Variation to obligation requested</b>	<b>Justification</b>	<b>DfT Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008 20	Q 6.4; 7.9- 7.14	London Euston – Northampton	Sat	Inability to operate late evening services after 2000 as per SLC requirements	Derogation request to: not provide the extra service from London Euston - Tring specified in Clause 6.4 vary the requirements of the evening service specified in Clauses 7.9-7.11 and in 7.13-7.14 not operate the service from London Euston-Milton Keynes Central specified in Clause 7.12	The late evening services after 20.00 on SO and after 21.00 on Sundays do not match SLC because of 2-track railway. Work is still in hand to mitigate this, but ultimately the SLC will require re-drafting. Details will be supplied when available. DfT Analysis: Service provided by London Midland is similar to that adopted by previous Silverlink TOC, in providing a Saturday evening skip-stopping service mainly running through to Northampton, with principal stations having a 2 tph service and smaller stations 1 tph. On Sundays, the TOC has endeavoured to achieve SLC compliance through the core quantum requirement, but is unable to deliver exactly against the SLC. This approach is acceptable, as it makes best use of the available late	Recommendation:  Derogation to be granted for Dec 2008 and May 2009 timetables, to be reviewed for Dec 2009 timetable, subject to London Midland continuing to work with Network Rail to find optimal access solutions during these periods to deliver its SLC 2 requirements

Dec 2008 21	Q 9.2-9.6	London Euston – Northampton	Sun	Inability to operate late evening services after 2100 as per SLC requirements	Derogation request to vary the requirements of the evening service after 2100, as specified in Clauses 9.2-9.6	evening Saturday and Sunday evening access, against having to path all services (inc WCT) on the WCML within restrictive access imposed by two-track railway constraints. Renewal of derogations should be subject to TOC continuing to demonstrate that they have sought optimal access against these operating constraints.	
Dec 2008 22	Q 1.5	London Euston – Northampton	Sun	Inability to call morning trains at Bushey between London Euston-Northampton	Derogation request to allow trains departing from Euston towards Northampton until 1200 not to call at Bushey	Sunday morning trains departing from London Euston towards Northampton cannot call at Bushey, due to Network Rail only providing two-track railway access prior to 1200, in line with its engineering access requirements on Sunday mornings. This requires all West Coast Main Line services to be operated on the fast lines – Bushey does not have a platform on the Down Fast line, and London Midland is therefore unable to stop trains at Bushey until general Slow Lines access is available from 1200. Services towards Euston are able to stop at Bushey prior to 1200, as there is a platform on the Up Fast line. DfT Analysis Network Rail ROTR requirements on	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, to be reviewed around ROTR requirements for the Dec 2009 timetable.



						<p>Sunday mornings within the December 2008 timetable are very restrictive (see also item 23) and require fast and slow trains to be pathed on the Fast lines only, until the full 4-track railway is made available at 1200.</p> <p>Acceptable, as London Midland trains are physically not able to call on services from Euston.</p>	
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<b>Ref no.</b>	<b>Route &amp; Clause</b>	<b>Route Description</b>	<b>Day of week</b>	<b>Nature of non-compliance</b>	<b>Nature of Derogation request / Variation to obligation requested</b>	<b>Justification</b>	<b>DfT Recommendation / Query</b>
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Dec 2008 23	Q 9.1	London Euston – Northampton	Sun	Inability to run early morning trains over full journey between Northampton-London Euston	Derogation request to allow services to start forward from Tring in December 2008 timetable, with bus connections where required between Northampton-Tring, varying the early Sunday morning requirements of Clause 9.1	Early Sunday morning trains cannot meet the SLC because of Engineering Work. It is anticipated that a better service can be achieved from December 2009, however for Dec 2008 the service that has been planned is the best fit possible. DfT Analysis: Service provided by London Midland enables trains to run in specified Northampton-Euston paths from Tring, minimising the use of bus connections compared to previous West Coast Sunday morning WCRM timetables and provides much earlier arrival time at London Euston than has been possible by bus-based connections in timetables prior to Dec 2008. Trains provided meet the spirit of the SLC on Early Service arrival at London Euston (by 0830). TOC anticipates and is pushing for further	Recommendation: Derogation to be granted for Dec 2008 and May 2009 timetables, to be reviewed for Dec 2009 timetable

						<p>improvements in early morning Sunday access for Dec 2009, enabling services to start from Milton Keynes Central.</p> <p>This approach is acceptable, as it incrementally builds early-morning Sunday services against restrictive Sunday morning WCML access imposed by two-track railway constraints.</p>	
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<sup>i</sup> By virtue of a derogation the Secretary of State has granted the Franchise Operator the following; for one hour between 1400 and 1459 on the Stourbridge Town route on the condition of the following;  
London Midland progress the long term solution of installing gas fuel storage tanks on the Class 139 vehicles  
Work with N/R and Parry to achieve a new depot at Stourbridge Junction and installing a main storage tank at the depot; and  
Quarterly update review meetings are held with DFT in June and September 2010 to provide a progress report on the long term solutions.  
Start Date 01/04/2010 End Date 31/12/2010

<sup>ii</sup> By virtue of a derogation the Secretary of State has granted the Franchise Operator the following; in respect of the following SLC 2 requirements for the period 14 December 2008 -12 December 2009 inclusive (duration of the December 2008 and May 2009 Timetables), as summarised in the table above  
Start Date 14/12/2008 End Date 12/12/2009

<sup>iii</sup> By virtue of a derogation the Secretary of State has granted the Franchise Operator the following; against Routes L and R to adjust the schedule of some trains adding compensate for cautious driving in areas where adhesion has historically been regarded as poor during the leaf fall period.  
Start Date 26/10/2009 End Date 12/12/2009