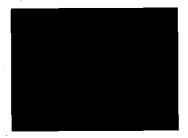
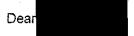
Saunderton Rail Users Group



Head of Network Development
Chiltern Railways
Marylebone Station
Great Central House
Melcombe Place
London
NW1 6JJ

Monday 30th January 2012



Preparing the Chiltern Railways timetable for the future

I write in response to your presentation and consultation letter dated 2nd December 2011, seeking comments from stakeholders with regard to the Passenger Service Requirement for stations on the Chiltern Line and specifically the PSR as it affects Saunderton. As a User Group we are grateful for the opportunity to have input to your plans.

Summary of response

The Saunderton Rail Users Group is concerned that consultation on the PSR is separate from consultation on the timetable. Whilst the former simply sets a minimum service level, which in this consultation is for no change for Saunderton, Chiltern have indicated in correspondence with our local MP (which we have seen) that the PSR for Saunderton may well become the de facto level of service, an effective halving of peak services over a twelve month period, and the fewest trains since privatisation.

Our view - directed as much at the regulatory authorities as the franchise operator- is that this split consultation and the mixed protection offered to services is inherently unsatisfactory for proper informed discussion, and it is for that reason that our response goes beyond the PSR recommendation as stated. As a small stakeholder group, we do not wish to constantly debate on an annual basis the timetable services in excess of PSR, and that is why we believe that the Peak Time PSR requirement should be doubled to more accurately reflect existing service provision.

For the avoidance of doubt, you currently provide five direct services in the morning that arrive into London Marylebone between 07.00 and 09.59. You also provide six trains that leave London Marylebone for Saunderton between 16.00 and 18.59. Our position is that we wish to see the Peak Time PSRs for Saunderton increased to six (ie two per hour) but for the PSR to remain otherwise unchanged. This matches the service provision that was in place for us before the December 2011 timetable change, when the 0719 departure (1H07), our busiest train, was removed.

We have attached (Appendix 1), for ease of reference, details of all weekday train departures from Saunderton, as provided for in the existing timetable.

Local Sustainability and Transport Issues

We do not accept that this apparent policy of managed decline of smaller stations such as Saunderton meets government objectives in respect of either the environment or rural communities. It also impacts upon the viability of local employees, and the job prospects of those living in Saunderton, travelling not just into London but also to High Wycombe. We strongly believe that although a balance has to be struck between the commercial interests of the franchise operator and local passengers, Chiltern's stated objectives are seriously out of kilter.

Attached (Appendix 2) is a letter from Mike Elliott, CEO of The Clare Foundation. The Clare Foundation is a large office site situated just two minutes from the station that is gradually building up to a sizeable employee base and which also offers conference facilities. The nature of the organisations (charities) that operate from the building mean that a higher proportion of workers than usual, in a rural location, are likely to commute by train. To reduce peak time train services (in either direction) cannot have a positive impact.

The adjacent A4010 is an incredibly busy country road that runs between High Wycombe, Saunderton and Princes Risborough. Any reduction in train service will inevitably force passengers to drive to adjacent stations, increasing traffic and pollution. Bus services along the road are minimal – there is little point in running parallel bus and train services, provided that services are adequate and timed to passenger requirements. (Please see Appendix 3 – Route 321 Bus Timetable.)

"Buckinghamshire has one of the highest carbon footprints in the UK. (1) Buckinghamshire's Local Transport Plan 3 found that when analysing transport-related CO2 emissions by trip length and purpose, a high proportion of carbon emissions arise from trips of two miles and twenty five miles in length." (Source: 'Draft Travel Bucks Strategy', Buckinghamshire County Council 20 January 2012.)

With a clear desire to reduce our carbon footprint, it is clear that reducing the peak time train service from Saunderton can only serve to further increase the number of local car journeys by encouraging passengers to drive to nearby alternative stations with more convenient train services.

Station Comparisons

Chiltern seem to believe that Saunderton and Denham Golf Club are comparable stations and should have a similar level of service. We strongly disagree and refer to the figures below, showing a far lower passenger usage at Denham Golf Club. The housing stock immediately surrounding Denham Golf Club station is totally different to Saunderton, there is much less local employment and the nearest alternative station is easily walkable (Denham), whereas that is not the case for Saunderton. It is difficult to see how any claim of similar demographics or geography between the two stations can be substantiated.

Passenger Usage Figures

	Saunderton	Denham Golf Club
2002/3	49,397	17,558
2003/4	Not Available	Not Available
2004/5	42,288	15,572
2005/6	43,381	10,500
2006/7	54,490	13,991
2007/8	59,914	17,213
2008/9	53,516	18,770
2009/10	48,826	20.564

Source: Office of Rail Regulation

Platform Lengths at Saunderton

Your consultation letter states that Chiltern Railways intend to run fewer but longer trains. This causes us concern as we believe that our platforms are the only ones on your 'Mainline' route, between West Ruislip and King's Sutton that are too short to accommodate seven car trains.

We believe that there is an increasing need to lengthen our platforms (by up to 23 metres) so as to be able to accommodate seven car trains, being the length of trains that form an increasing length of your peak time services. To not do so will mean reduced chances of service recovery (for Saunderton) during operational difficulties.

The shortage of the platforms at Saunderton has led to at least two incidents of over-length trains stopping at the station in the last three months.

The platform lengths also directly led to the removal of our busiest morning commuter service (the 0719 to London Marylebone) at the December 2011 timetable change, due to the train forming that service being lengthened. We believe that there is a consequent and ongoing breach in the existing Passenger Service Requirement for Saunderton. There are no direct trains to London Marylebone between 0651 & 0817, a situation that has caused passenger traffic from the station to drop significantly since the December 2011 timetable change. We have discounted the 0742 departure, as it is a West Ruislip train.

We fear that a failure to lengthen the platforms at Saunderton can only lead to the continued managed decline of train services at the station, with reduced operational flexibility. It will

also mean that you will have difficulty in providing any peak time services that passengers will really want to use – your proposed standard hour timetables suggest that our services will be slower and with more stops than is currently the case.

Parking at Saunderton

On occasion, more passengers attempt to park at Saunderton than can be accommodated in the station car park. The station car park is free to use. This means that station users sometimes park in the adjacent residential road, occasionally with a lack of consideration, which causes friction with local residents.

We believe that it is inappropriate to link the proposed service levels (the worst for many years) with parking issues. At a meeting with Saunderton residents in 2010 about the parking situation, reassurances were given by the Chiltern Railways representative that services would not be cut in order to solve the parking problem.

Consistency of Views

We are aware that Wycombe District Council are working with Buckinghamshire County Council with a view to maintain train services at Saunderton in line with the proposals outlined in this letter.

Our local MP, the Right Honourable David Lidington, is also fully supportive of our aims and desires to protect train services at Saunderton.

Conclusion

We are of course aware that you do not believe that Saunderton warrants the quantum of train services that you currently provide. We do not agree and are of the view that the current level of service is consistent with current usage, the distance the station is located from London, and the lack of alternative travel options within a sensible distance.

We accept that the current PSR is appropriate for most of the day, however we believe that the current service provision (double the PSR) continues to be appropriate for the peak hours, and that is what we seek to protect.

Yours sincerely,



Secretary

Saunderton Rail Users Group

Appendix 1: Existing weekday train services from Saunderton

Appendix 2: Letter from The Clare Foundation

Appendix 3: Bus Route 321 Timetable

Appendix 1: Existing scheduled train services from Saunderton

Fron	n Saundertoi	n towards Londor	n Maryk	ebone		•
Оер	Pfm	Arr	Drtn	Service towards		
	0525	0628	01:03	London Marylebone		_
	0609	0700	00:51	London Marylebone]
1	0651	0733	00:42	London Marylebone		
1	0817	0903	00:46	London Marylebone		Peak Time
	0847	0936	00:49	London Marylebone		Ī
L	0918	0958	00:40	London Marylebone		
	0948	1027	00:39	London Marylebone		•
	1015	1059	00:44	London Marylebone		
	1118	1159	00:41	London Marylebone		
	1217	1259	00:42	London Marylebone		
	1317	1359	00:42	London Marylebone		
	1417	1459	00:42	London Marylebone		
	1517	1559	00:42	London Marylebone		
	1615	1659	00:44	London Marylebone		
	1727	1815	00:48	London Marylebone		
-	1748	. 1838	00:50	London Marylebone		
	1857	1938	00:41	London Marylebone		
	1928	2019	00:51	London Marylebone		
	2036	2123	00:47	London Marylebone		
	2153	2251	00:58	London Marylebone		
	2244	2345	01:01	London Marylebone		
	2322	0020	00:58	London Marylebone		
Dep	Pfm	Arr	Drtn :	Service towards	•	
-	0740	0000	44.00	Afairs Minimize		

Dep	l	Pfm	Arr	Drtn	Service towards
	0742		0808	00:26	West Ruislip*
	-				*(excluded, as not a 'London' train)

Departures	from London	Marylebo	one to	Saunderton		
Dep	Pfm	Arr	Drtn	Service towards		
0600	2	0647	00:47	Aylesbury		
0708	6	0747	00:39	Stratford-upon-avon		
0806	6	0844	00:38	Bicester North		
0841	4	0914	00:33	Banbury		
0914	4	0956	00:42	Princes Risborough		
1013	6	1050	00:37	Banbury		
1113	3	1152	00:39	Princes Risborough		
1213	4	1250	00:37	Princes Risborough		
1313	6	1350	00:37	Princes Risborough		
1413	5	1450	00:37	Princes Risborough		
1513	6	1550	00:37	Princes Risborough	_	_
1610	2	1642	00:32	Bicester North		
1649	2	1722	00:33	Banbury		
1713	6	1756	00:43	Aylesbury		Peak Time
1743	2					-
1822	4	1900	00:38	Aylesbury		
1853	රි					
1943	6	2030	00:47	Aylesbury		•
2040	4	2131	00:51	Princes Risborough		
2113	6	2202	00:49	Aylesbury		
2143	. 1	2230	00:47	Aylesbury		
2243	5	2330	00:47	Aylesbury		
2330	1	21	00:51	Aylesbury		
0010	3	101	00:51	Aylesbury		
	Dep 0600 0708 0806 0841 0914 1013 1113 1213 1313 1413 1513 1610 1649 1713 1743 1822 1853 1943 2040 2113 2143 2243 2330	Dep Pfm 0600 2 0708 6 0806 6 0841 4 0914 4 1013 6 1113 3 1213 4 1313 5 1413 5 1513 6 1610 2 1649 2 1713 6 1743 2 1822 4 1853 6 1943 6 2040 4 2113 6 2143 1 2243 5 2330 1	Dep Pfm Arr 0600 2 0647 0708 6 0747 0806 6 0844 0841 4 0914 0914 4 0956 1013 6 1050 1113 3 1152 1213 4 1250 1313 6 1350 1413 5 1450 1513 6 1550 1610 2 1642 1649 2 1722 1713 6 1756 1743 2 1827 1822 4 1900 1853 6 1928 1943 6 2030 2040 4 2131 2113 6 2202 2143 1 2230 2243 5 2330 2330 1 21	Dep Pfm Arr Drtn 0600 2 0647 00:47 0708 6 0747 00:39 0806 6 0844 00:33 0841 4 0914 00:33 0914 4 0956 00:42 1013 6 1050 00:37 1113 3 1152 00:39 1213 4 1250 00:37 1313 5 1350 00:37 1513 6 1550 00:37 1513 6 1550 00:37 1610 2 1642 00:32 1649 2 1722 00:33 1713 6 1756 00:43 1743 2 1827 00:44 1822 4 1900 00:38 1853 6 1928 00:35 1943 6 2030 00:47 2040 4	0600 2 0647 00:47 Aylesbury 0708 6 0747 00:39 Stratford-upon-avon 0806 6 0844 00:38 Bicester North 0841 4 0914 00:33 Banbury 0914 4 0956 00:42 Princes Risborough 1013 6 1050 00:37 Banbury 1113 3 1152 00:39 Princes Risborough 1213 4 1250 00:37 Princes Risborough 1313 6 1350 00:37 Princes Risborough 1413 5 1450 00:37 Princes Risborough 1513 6 1550 00:37 Princes Risborough 1610 2 1642 00:32 Bicester North 1649 2 1722 00:33 Banbury 1713 6 1756 00:43 Aylesbury 1743 2 1827 00:44 Princes Risborough <td>Dep Pfm Arr Drtn Service towards 0600 2 0647 00:47 Aylesbury 0708 6 0747 00:39 Stratford-upon-avon 0806 6 0844 00:38 Bicester North 0841 4 0914 00:33 Banbury 0914 4 0956 00:42 Princes Risborough 1013 6 1050 00:37 Banbury 1113 3 1152 00:39 Princes Risborough 1213 4 1250 00:37 Princes Risborough 1313 6 1350 00:37 Princes Risborough 1413 5 1450 00:37 Princes Risborough 1513 6 1550 00:37 Princes Risborough 1610 2 1642 00:32 Bicester North 1649 2 1722 00:33 Banbury 1713 6 1756 00:43 Aylesbury</td>	Dep Pfm Arr Drtn Service towards 0600 2 0647 00:47 Aylesbury 0708 6 0747 00:39 Stratford-upon-avon 0806 6 0844 00:38 Bicester North 0841 4 0914 00:33 Banbury 0914 4 0956 00:42 Princes Risborough 1013 6 1050 00:37 Banbury 1113 3 1152 00:39 Princes Risborough 1213 4 1250 00:37 Princes Risborough 1313 6 1350 00:37 Princes Risborough 1413 5 1450 00:37 Princes Risborough 1513 6 1550 00:37 Princes Risborough 1610 2 1642 00:32 Bicester North 1649 2 1722 00:33 Banbury 1713 6 1756 00:43 Aylesbury

Source: Data provided by Network Rail For services planned for 31 Jan 2012





Preparing for Chilterns Rallways timetable for the Future

Dea

Thank you for coming to see me last week and making me aware of the issues associated with the consultation currently in progress on the above.

I have to say I am both surprised and disappointed by these latest developments by Chiltern Railways. I was impressed by the company's open approach to the recent removal of the prime commuter service from Saunderton in the December 2011 timetable revision. I was reassured by the willingness to investigate a platform extension to allow greater flexibility in the future, also the assurances that the station was not to be closed or the PSR amended. I now learn that a platform extension has been ruled out and whilst the PSR will not be changed, the service will be reduced significantly from current levels.

As you know, the Clare Foundation runs a 50,000+ sq. ft office building just 2 minutes walk form the station. We acquired the building 18 moths ago and have been steadily increasing our tenancy. We offer office space for charities and not for profit organisations. When full, we will have staff of 300-350 on site. We also run conferences and meetings with up to 150 persons visiting daily. During the period of Chiltern Railways studies on usage (2 and 302011) we were far from fully occupied levels, I estimate less than 25% of these figures, clearly we wish to encourage staff and visitors to use public transport and promote our location because of its excellent rail links

My concerns are obvious, that the service at peak to Saunderton in both directions in both the morning and evening is no longer suitable to allow my staff to commute by train. Moreover, the service through the day makes attendance at conferences and meetings by train, an impractical proposition for our visitors. The environmental benefits of reducing car movements are to be welcomed not to mention adding to Chiltern Railways revenue.

I gather one of the drivers for this is to move to a clock face timetable. Speaking as someone who has lived on the Chiltern line for 20 years, traveling to and fro Beaconsfield, I can say in these days of internet communications and IPhones, it has never been easier to know the next train at any time of day or travel conditions. I am not convinced of the benefits of a clock face timetable especially if it has implications for

The Clare Foundation | Wycombe Road | Saunderton | Buckinghamshire | HP14 4BF
A company britted by guarantee with registration number 06005233
Registered charity number 1131949 and registered office as above
(t) 0300 777 7000 (w) the clarefoundation.org



the service at smaller stations such as Saunderton. Another point to mention is the comparisons that I gather are being made between Denham Golf Club, Seer Green and Saunderton. Neither Seer Green nor Denham Golf Club have large offices benefitting from close proximity of the station yet I see that Seer Green will have 6 peak hour trains, Saunderton only 3. This does not make sense. I do not know Denham Golf Club well but my experience as a traveller says it is a much less used station than Saunderton, certainly once our building is at capacity.

I am available to discuss this further should you wish to do so and ask that you and your committee make strong representations to Chiltern Railways. I fear timetable consultation will be too late if the principles proposed here are accepted.

David Lidington is fully aware and supportive of our operation at Saunderton and has visited the Foundation to see our work at first hand. I have taken the liberty in copying him on this letter.

Yours sincerale

Mike Etlidit

Mike alliott@theclarefoundation.org

CC: David Lidington MP

The Clare Foundation | Wycombe Road | Sauntierton | Buckinghamshire | HP14 48F
A company limited to guarantee with registration number 06995733
Registered chargy number 1131949 and registered office as above
[1] 0300 777 7000 (w) the clare foundation org

Appendix 3: Bus Timetable for Route 321

This is the only bus service that passes along the A4010 adjacent to Saunderton Station.

MONDAY TO FRIDAY	<u></u>							Fre	3m: 6	Febr	uary 2
Notes :					Nsch	sch		300		300	M-S
Aylesbury Bus Station	06:58	**	10:47	12:47	14:47	14:47	**	16:40	Am	17:50	19;40
Stoke Mandeville, Hospital Main Gate	07:03	-	10:52	12:52	14.52	14:52	**	16:50	••	18:00	19:45
Stoke Mandeville, The Bull	<u> </u>		••		**			16:53		18:03	19:47
Butlers Cross. The Russell Arms PH	07:11	09:01	11:01	13:01	15:01	15:01		16:57		18:07	**
Great Kimble, The Bernard Arms	07:15	09:05	11:05	13:05	15:05	15:05		17:01	-	18:11	19:52
Princes Risborough, Market Square	07:21	09:11	11:11	13:11	15:11	15:11	16:20	17:08	17:20	18:18	19:57
Princes Rusbarough School	**	**		**	**	15:20	, met	-		**	
Saunderton The Rose & Crown	07:27	09:18	11:18	13:18	15-18	15:28	16:25		17:25		20:02
Bradenham The Red Lion	07:31	09:23	11:23	13:23	15:23	15:33	16:30	=	17:30	**	20:06
High Wygombe Bus Station	07:46	09:36	11:36	13:36	15:36	15:46	16:43	17:38	17:43	18:44	20:16

High Wycombe - Bradenham MONDAY TO FRIDAY										Eak	JZ
Notes	300	300	Nsch					, Fil	$m \cdot c$		uary 20 300
TESLO	343	Çuis	14500								M-S
ligh Wycombe Bus Station, Gate F	06:43	06:57	67:55	97:65	09:45	11:45	13:45	15:50	16:50	17:50	23;30
radenham The Red Lion	b-0-	-	08:05	08:14	09:57	11:57	13:57	16:03	17:05	18:05	**
sunderton. The Rose & Crown		-	08:09	08:18	10:01	12:01	14:01	16:08	17:10	18;10	23:40
nnces Risborough School	_	•		08:25			••	-	~	-	
rinces Risborough, Market Square	07:11	07:28	08:16	08:33	10:08	12:08	14:08	16:16	17:18	18:18	23:47
reat Kimble, The Bemard Arms	07:17	07:34	••	_	10:14	12:14	14:14	**	**	18:25	23:52
utlers Cross The Russell Arms PH	07:21	07:38		44-	10:18	12:18	14:18		~	18:29	**
toke Mandeville, The Bus	07:26	07:43	44	-			•	**		-	23:57
toke Mandeville Hospital Main Gate	07:30	07:48	44	**	10:27	12:27	14:27		-	18:36	-
viesbury Bus Station	07:45	08:05	**		10:33	12:33	14:33		-	18:43	00:05

Notes: 300. This journey runs as tune 300 and is operated by Amiva 0844 800 4411. See separate limetable for more datalis

M-S - Buns Monday to Salurdays Nsch - runs on Bucks school holidays only sch - runs on Bucks school by Bedline Buses 01296 426786

(The bus stops nearest to Saunderton Station are indicated by the red lines above.)

From

Date: Tue, Jan 31, 2012 at 2:33 PM

Subject: Preparing for the Chiltern Railways timetable for the Future

To: timetableconsultation@chilternrailways.co.uk

Dear

I am writing as the Passenger Board member representing the West Ruislip Commuters Association (WRCA) with regard to the proposed changes to the Passenger Service Requirements as outlined in your letter of 2 December 2011.

Unfortunately, I appear to have missed your presentation, and only received a copy of your letter after last Friday's Passenger Board meeting. I have therefore not had the opportunity to discuss with West Ruislip passengers the proposals, or to undertake research at the level I have always done to ensure comments are based on accurate information. Further, I retired last September and, using Chiltern Railways much less frequently than had been the case over 43 years commuting into London, I am not aware of the difficulties being experienced by passengers at West Ruislip, be they resulting from the current schedules or operational problems or incidents. I fear that my comments will not be as comprehensive or well-informed as I would have liked but I want to make sure that you hear something from the WRCA.

We request most strongly that there be no reduction in the PSR at West Ruislip (WR). The present requirement for 7 trains in the morning peak is unable to provide a reasonable service for passengers starting their rail journeys at WR or wishing to interchange with the Central Line. The 53 minute gap after the 0736 is not acceptable for travellers needing to reach a central London destination for the common 9, 9.15 or even 9.30am. A service schedule resulting from a reduction to a PSR of just six trains would not be workable.

My understanding is that in the evening peak there are at present 8 trains stopping at West Ruislip, although four of these are subject to "irritating" delay as a result of waiting times of 9 minutes (on two), 4 minutes and 11 minutes at South Ruislip, and there is already too long a gap between the 1600 departure from Marylebone and the next WR train at 1640. The situation could only deteriorate to unacceptable levels were the PSR to be reduced by two, or even one, train in the evening peak.

Historically, West Ruislip has been "the" station at the Ruislips for rail services on the Marylebone Line and we maintain that it remains so, for many undeniable reasons.

We would draw to the attention of Chiltern Railways, and the DfT, the factors, both long standing and new, that give West Ruislip the potential to achieve increased business and revenue.

Your letter states that the proposals take full account of the size of the market at each station. We would point out the market at West Ruislip is being increased enormously by the development of Ickenham Park (the site of RAF West Ruislip), with 415 new homes, ranging from 2-bed apartments to 3,4,5 and 6 bedroom family homes, affordable housing and an assisted living home. We know from experience when Brackenbury Village was developed that commuters can readily be attracted to Chiltern Railways from this site adjacent to the station. This can happen again. It will take some effort of course to ensure that people moving into Ickenham Park (some homes have been built and are already being occupied; construction of the whole site is due to be finished in 2013) are made aware of the rail services so handy for their new home and that offer travel not only just into London but to an increasing number of destinations in Buckinghamshire and the West Midlands. We hope that Chiltern Railways will be proactive in promoting what they have to offer to the latest residents in the West Ruislip area. If not, perhaps the West Ruislip Commuters Association can assist.

RAF Uxbridge has also been closed and 1,425 new homes, including affordable houses, assisted living retirement home, a 90 bedroom hotel and commercial, retail and office development are to be built on one of the largest development sites in West London. This site is a 20 minute journey on a direct, 15 minute frequency bus route from West Ruislip station. We would not suggest that people would be likely to make that journey to West Ruislip to travel into London, but for Banbury, Birmingham, Stratford-upon-Avon, etc. they could find CR services attractive.

West Ruislip has other interests to attract people, from both north and south. Ruislip Golf Centre (right opposite the station), with a golf course, driving range and centre with indoor sports and dining. The Golf Centre is also host to Jazz West London, which has seen some of the jazz greats and meets monthly, and the weekly Comedy Bunker, which has featured well-known comics such as Harry Hill, Lee Mack, Andy Parsons and Omid Djalili. Three days a month there is activity in the Auctioneers salerooms at the station entrance. A Premier Inn is five minutes walk away from the station. CR rail services provide a convenient means of accessing these attractions.

West Ruislip has facilities which make it a much more convenient and comfortable station to use, including non-step access to one of the platforms (London bound), toilets, waiting room, a shop next door where newspapers, magazines, foodstuff, hot and cold drinks may be purchased on a seven day, early to late, basis. The station is operated by London Underground but the staff there offer what help they can, and their presence, at all hours, is reassuring to rail passengers, especially those who may be travelling alone and in the dark. The lay-out of the station means that the LUL staff have a good view "over" the Chiltern Railways platforms. There is now a Metropolitan Police Neighbourhood Team office at West Ruislip and a base for the British Transport Police.

Another important facility at West Ruislip is not only useful for passengers but of enormous financial benefit to Chiltern Railways, that it is the car park. The

latest revision to parking charges means that every vehicle parking before 4pm on a week day costs £7, arrival after 4pm, at weekends and bank holidays is charged at £4. The car park has a capacity for 160 vehicles I believe and during the week is always completely full shortly after 8am. This is valuable revenue for the Company, perhaps more so since the car park kiosk appears no longer to be manned.

West Ruislip serves a commuting community but it can also add more business, both in rail fares and parking charges, at the weekend. The direct rail service to Wembley Stadium, the large car park, and the easy accessibility from the M40 and M25, make it an ideal place for people attending football matches, concerts, other sporting events and exhibitions at Wembley Stadium or Arena. Chiltern Railways may not be fully aware of the demand and the potential, as I am aware, and have been advised by LUL staff at the station, of the numerous occasions when the ticket machine by the car park entrance has been out of action, including having run out of paper tickets, and LUL has sold £100s, even £1,000s worth of tickets on a "big match" day. I have often seen 100s of people on platform 4, but fear Chiltern Railways have not been sufficiently interested to make the most of the potential.

At the Passenger Board meeting we were asked to make our response about the PSR and not specific timetable issues. Your letter highlights feedback that has been received that is about the timetable and I have many comments to make about current services at West Ruislip. However, I will save these for the appropriate time when the timetable consultation is launched. I am concerned however that a reduction in the PSR at West Ruislip would inevitably mean a much poorer service for all those who use that station, or would do if they knew about the Chiltern Railways services. A minimal, unattractive, service raises doubt the fact that a station is at all "open for business" and makes people less drawn to look into what journeys might be available to them served. West Ruislip has the potential to serve passengers and is particularly valuable for the interchange between rail and LUL services. I made the point this morning of checking the early morning services and can confirm that a significant proportion of the passengers alighting from the 0709 and 0736 appeared to head for the Central Line. My count was meaningless for the other services given the most extraordinary timetabling exercise that leaves one train waiting for 21 minutes. This was only one morning, but I can provide my passenger counts if they would be helpful.

I finish now, as I have exhausted my time at the library computer and the deadline for responses is only a couple of hours away.

It would have been useful to speak with you no doubt but being so late in being aware of the consultation I have not had the chance.

Yours sincerely

From:
Sent:
To:
Cc:
Subject:
Draft December 2012 timetable

F.a.c

Dear ____

Re: Haddenham and Thame Parkway

We are responding to the consultation for the December 2012 timetable in respect of peak hour services to/from Haddenham & Thame Parkway (HDM) contained in your letter of 2 December 2011 to CR Passenger Board members.

First, on a point of principle, we do not see much overall advantage in having a "clockface timetable" for peak-hour services. Those of us with more than 20 years of experience of commuting on Chiltern recall previous attempts to introduce clockface timetables all of which had to be modified soon afterwards in the light of poor experiences. The fact remains that the majority of commuters usually always use only one or two particular trains in each direction. These they easily remember so having a more 'memorable' timetable is of no advantage to them. That said there is obviously a greater advantage in adopting clockface for the off-peaks where there is likely to be a higher degree of casual travel.

As to the draft for the December 2012 timetable, we are very unhappy at the direction that the timetable seems to be taking users of HDM for four main reasons:

- (1) There has been a continuing reduction in peak hour services. For example, in the May to September 2011 timetable there were 11 departures from HDM arriving at Marylebone between 0700 and 0959; this was reduced to 10 in the September 2011 to December 2011 timetable (and we also lost a prime business train at 0654); and you are now proposing to reduce this to 9 (but note what we say under (2)). We do not believe this is appropriate or right given the increasing numbers of passengers using HDM.
- (2) The spacing of services in the morning peaks has been very unsatisfactory. We have aleady referred to the loss of the 0654 departure (there is now an unsatisfactory gap between 0639 and 0719 the 0706 doesn't count, as explained below). Services do not run at regular intervals, and this unfortunate feature seems now to be replicated in your draft timetable for December 2012. Moreover, it seems that a fast service is timed to catch up with a preceding slow service, rather than the more usual course of running the slow service after the fast. This has, for example resulted in few commuters from HDM catching the current 0706 since the following service, the 0719, arrives in Marylebone only 2 minutes after the 0706. Commonsense dictates that there is little point in commuters catching a slow service when they can catch a later faster service. From our perspective, therefore, the 0706 is a 'non-service' so far as London commuting is concerned (and it doesn't even serve Wembley Stadium which is another London commuting venue). The draft December 2012 timetable repeats this approach giving London commuters realistically a choice of only 2 trains an hour. We do not think this honours either the letter or the spirit of the PSR requirement since it results in only 6 viable services (rather than the PSR requirement of 10).
- (3) Despite generally quicker journey times, this has been bought at the cost of earlier departures from HDM and later arrivals back in the evening peak. The perception therefore is that there has been no real improvement for commuters because the effect on them has been longer working days and less time at home. On top of that it looks as if HDM may lose its remaining non-stop services to London.

(4) With the September to December 2011 timetable, HDM lost its off-peak direct connection to Birmingham: some direct peak-hour services were however retained. These are now to be lost in the draft December 2012 timetable, reinforcing the view that Chiltern is more interested in promoting the London-Birmingham market, where it faces competition from Virgin, rather than supporting and developing the commuting market from HDM where it faces no competition. Chiltern is also overlooking the fact that a growing number of people are now taking up jobs - not necessarily on a daily basis - in venues north of Warwick, so changing at Bicester/Banbury is distinctly off-putting for them. (We have yet to see the off-peak and weekend timetable but it would be a travesty if the weekend timetable resulted in a similar loss of direct Birmingham services, as this would seriously damage the market for leisure travel.)

I am sorry that we are having to write in such a negative fashion. Despite much trumpet-blowing by Chiltern of the new faster service, we feel that the advantages of speed have been negated by the unsatisfactory features of the current timetable and we are dismayed to see so many of these being repeated in the draft December 2012 timetable.

We hope these observations help. We would be happy to discuss these points with you.

Yours sincerely

Acting Chairman, North Chiltern Rail Users Group

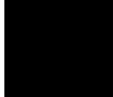
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MARYLEBONE TRAVELLERS ASSOCIATION

Chairman/ Hon. Treasurer



Hon. Secretary



26 January 2012

Chiltern Railways PSR Consultation Banbury ICC Merton Street Banbury OX16 4RN

Dear

Thank you for your letter of 2 December consulting on the proposed changes to the PSR.

Your proposal sets out a rationale for the changes that seem prima facie attractive. However, upon closer inspection the proposals do not accord with the sentiment of the letter and given our recent experience of timetabling changes we have some serious concerns regarding what is proposed and how it would be implemented. These concerns are sufficient to result in our outright objection to the proposals as they stand.

The reasons for our objections are:

- The stations we represent are the ones most affected by the proposals and in every case there is a proposed service diminution. Thus, for Beaconsfield it is proposed to reduce the number of morning peak trains by 25%. Likewise the reduction at Seer Green is 17%, at Gerrards Cross 37% and at Denham 33%. We would consider this to be rather more than "slightly" fewer trains. With the severe morning peak overcrowding issues still evident from the Sept 2011 timetable change for Beaconsfield, particularly around 8am when the trains are already running at maximum length, we fail to see how a further reduction in the number of trains can provide an adequate service, as there is no option available to lengthen trains further.
- The proposal assumes the differential requirement for seats hour by hour throughout the morning peak can be satisfied by adjusting the train lengths. As many trains are already running at maximum length reducing the number of trains will result in more people having to stand or not being able to squeeze into the available standing space. The only solution to this is for commuters from the "heartlands" stations to commute earlier or later not a passenger friendly solution we can endorse.
- The September 2011 timetable change was a disaster in terms of the morning peak service from Beaconsfield. At the various consultation meetings Rob Brighouse promised attendees the December 2012 timetable would seek to address these

- short-comings. We do not see that the issues will be addressed by the proposed reduction in PSR from 16 trains to 12.
- Given our recent experience of the issues raised above, we have no confidence and no evidence that this proposal has been thoroughly thought through with passenger loadings, train lengths, and number of available journeys planned out in 15 minute peak hour intervals for each station. We would like to see a more advanced set of proposals before we could endorse them.
- At present a number of stations (Gerrards Cross, Seer Green and Denham) have a
 morning peak service in excess of the PSR. Therefore a reduction in service to the
 current PSR would be an overall service reduction. To propose further reductions
 seems excessive. The PSR was established to protect stations from service
 diminution and we see every reason to protect that service level, or to have
 additional assurances regarding availability of seats and minimum journey times to
 accompany any new PSR.
- The current implementation of the PSR appears to be "gaming" the PSR definition the PSR was established to create a minimum service level for stations. When the service from a station (e.g. Beaconsfield) to Marylebone has a 21 minute mid journey delay introduced to what would otherwise be a 39 minute journey, it is effectively two services and should be discounted from the PSR. This means we question the current level of genuine compliance with the spirit of the PSR in the case of Beaconsfield in the morning and Gerrards Cross in the evening. The proposed outline timetable continues to exhibit these "gaming" practices for us to endorse the proposal we would want assurances that any such "gaming" would not be built into the PSR.
- These proposals have no provision for continued growth in demand from "heartlands" stations and those further afield such as Oxford and the northern end of the line. The Evergreen 3 upgrade has delivered faster services to London and there has been a consequential usage increase. We wish to have assurances as to how passenger growth would be handled in the event of these proposals being agreed.
- We see no need for symmetry of the morning and evening peaks it is an accepted phenomenon that the evening peak is asymmetric with the morning peak.
- It is desired to have the PSR number of trains to be divisible by three. At present 17 of the 26 listed stations have morning PSRs that do not divide by three (in the evening it is 12). You appear to be leaving 8 stations (mornings), 4 stations (evenings) with PSRs not divisible by three why?
- Whilst the proposals are supposed to provide easier recoverability we are
 concerned as to the service that will be delivered in the event of short forming. This
 is a not uncommon occurrence at present and a reduction in the number of trains
 combined with the current level of short forming will result in a significantly inferior
 service with high levels of standing room only.
- A similar repeating pattern timetable was previously introduced in 1992 and after a
 few years abandoned as it failed to meet passenger requirements. The proposed
 "standard hour" timetable may be suitable as a template but, as happened before,
 we expect it will prove necessary to build on it with additional trains and/or stops
 needing to be scheduled in the central, busiest, hours of each peak.
- We are unsure as to how the Amersham line trains will be fitted into the proposed timetable – especially given they have to work to a 64 minute hour to fit in with the Metropolitan line.
- We feel that the unique characteristics of the Chiltern Line only a two track railway, a significant number of smaller stations with correspondingly lower passenger numbers and the problems of interworking with London Underground

and their Metropolitan Line – make it doubtful if a fully repeating pattern timetable is really feasible.

We are sorry we are unable to be more positive about a proposal that superficially appears to have some merit. As is so often the case, further scrutiny has revealed otherwise and we would like these issues to be addressed before we can in anyway support these proposals.

Yours sincerely

Chairman Secretary

From: Sent: To:

29 January 2012 20:22 Timetable Consultation

Co:

Subject:

Response to PSR consultation - Met Line

thank you for your recent consultation document regarding proposed changes to the PSR. Although there are no proposed changes to the Met Line PSR. I would like to make the following comments and response

1. The overall aspiration to provide a clock face timetable is commendable and will lead to a greater understanding of the service for passengers.

However this needs to be considered carefully with the necessary flows demanded by your passengers during the peak hour, and the need to be able supply the necessary number of seats at the right time at the right stations. It would not be appropriate for reductions in PSR to occur only to find that a clock face TT was not practically achievable for necessary customer flows and the situation to revert to non-clock face but just based on the reduced PSR commitment.

2. The document details a number of stations where Chiltern Railways is seeking a reduction in the PSR requirements.

However for a number of stations you already exceed and will continue to exceed the current PSR requirements in the proposed service.

It maybe appropriate where there is limited risk CR to offer to increase the stated PSR requirements at stations where passenger flows are always going to exceed the stated PSR in an attempt to balance some of the reductions which look harsh to the bystander.

3. Careful consideration needs to made of how a 60 minute pattern peak service for the "mainline" TT can be interleaved with the 64 minute peak TT for the LUL Met Line

I would also like to ask CR to consider the following aspitations with regard to the Met Line

- 4. Increase of the Saturday evening service from hourly to half-hourly throughout the evening. The revised Met line off peak service now warrants the provision of a half-hourly Chiltern Met Line service.
- 5. Increase of Sunday service from hourly to half-hourly for the length of the route, if not for the whole day, at least to target the main morning and evening flows.
- 6. Further peak hour stops for Rickmansworth where train lengths permit.
- 7. Future planning for the possibility of a 20 minute service on the Met should passenger growth demand it.

Many thanks for your time and consideration of these matters. Regards

Transport

Chiltern Railway Company Great Central House Marylebone Station Melcombe Place London NW1 6JJ Franchise Manager, Chiltern Rail Contracts Department for Transport 76 Marsham Street London SW1P 4DR



Our ref:

31 October 2011

Dear

Chiltern PSR - December 2012

Thank you for your proposal dated 28 October.

Please note that further information will be required to ensure that a decision can be made, including the following:

- A complete timetable for SX, SO and SuO;
- Capacity modelling:
- Modelling to demonstrate improved operational performance;
- · Connectivity; and
- · Details of any anticipated savings resulting from the proposal,

We look forward to seeing the results of the stakeholder consultation.

Yours sincerely,

Commercial Manager, Chiltern

Chiltern Railways

Marylebone Station, Great Central House, Melcombe Place, London, NW1 6JJ

2nd February 2012

Commercial Manager East Rail Commercial Contracts Department for Transport 33 Horseferry Road London SW1P 4DR

Dear

Proposed PSR Changes for Implementation in December 2012

Chiltern Railways is seeking to offer passengers a regular interval, repeating pattern service during peak periods from the December 2012 timetable change date. This will offer performance improvements, additional capacity and a memorable service for passengers and staff alike, in line with industry best practice.

This is not a commercial proposition. Whilst it underpins the ability of the Chiltern Railway Company Limited to generate expected levels of revenue, it is not forecast to generate significant opportunities for additional revenue. Nor are there forecast cost saving opportunities. This proposition is intended to create a marked improvement in performance and offer a marked improvement in the consistency and memorability of the peak train service offered to passengers.

The delivery of the proposed service is currently prevented by Passenger Service Requirement (PSR) commitments which force the production of an irregular pattern of service for many stations, particularly south of Banbury. Chiltern Railways has therefore carried out a detailed exercise to identify an appropriate level of regular interval service for each station, supported by suitable evidence.

Chiltern has carried out a full consultation with statutory consultees, and also invited responses from the rail user groups along the route.

In response to your letter to Graham Cross dated 31 October 2011, I attach:

- A paper setting out our proposals and describing the evidence used to support them
- A full 24 hour SX timetable proposed for implementation in December 2012. We
 do not propose SO and SuO PSR changes and therefore we do not anticipate major
 changes to weekend timetables in December 2012
- Analysis showing capacity provision
- Modelling showing improved operational performance
- Evidence setting out improved connectivity
- Anticipated cost impacts
- All responses received from stakeholders

As I am sure you are aware, Chiltern Railways is required to bid a fully PSR compliant timetable for the December 2012 period to Network Rail on the Capacity Request Deadline which is 2nd March 2012, and therefore a timely response to this proposal would be welcomed.

I hope you find the enclosed clear and comprehensive. Please get in touch if you require any further information in advance of our meeting on 15th February.

Yours sincerely

Head of Network Development

Enc.

High Wycombe Route Capacity

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Evergreen 3 December 2012 Standard Hour Timetable Down Evening Peak

Executive Summary

RWA Rail has been commissioned by Chiltern Railways to undertake performance modelling work of the proposed December 2012 timetable in order to assess the likely operational performance.

Chiltern recognise the performance and passenger issues that have arisen following the September 2011 timetable change and are now embarking on detailed planning of the December 2012 timetable, which they believe represents the earliest opportunity to properly address these issues. From a passenger perspective, feedback received included disappointment at the long gaps between departures for some Buckinghamshire stations in the evening peak.

Chiltern believe it is possible to make further improvements to the service offered to commuters during peak periods by making changes to the Passenger Service Requirement (PSR). The current version, which prescribes a quantum of train calls across the three hours of the peak that are not divisible by three, prevents the Chiltern peak service from operating to a regular, repeating interval. This not only leads to irregular and longer gaps between calls for certain stations, but makes the timetable harder to understand for passengers and harder to operate and recover following disruption.

Chiltern Railways therefore propose a repeating pattern December 2012 peak timetable that addresses the concerns raised by passengers, with regular journey opportunities for all Buckinghamshire stations (in particular Gerrards Cross, Beaconsfield, High Wycombe and Princes Risborough) and beyond, including Bicester North, Banbury and West Midland stations, and introduces the route to Oxford via Bicester, which could open during 2013 or 2014.

Preliminary modelling of the December 2012 Down Chiltern evening peak timetable shows promise and suggests that it may offer favourable operational performance compared to the equivalent December 2011 timetable, mainly due to the more repeatable and regular service pattern and slightly fewer station calls on the Chiltern mainline. Modelling of this limited period shows a 16% reduction in average delay minutes in the perturbed scenarios.

However, these results are only based on a Down evening peak (based on Marylebone departures between 1600 and 1859), with Chiltern paths south of Aynho Junction. No Up direction trains or other TOCs/FOCs were modelled. After further work to de-conflict Chiltern paths north of Aynho Junction has been undertaken it is recommended that a full 24 hour timetable with Chiltern Birmingham paths and other operators is performance modelled.

Introduction

The September 2011 timetable was the biggest change in the Chiltern timetable since the introduction of the 100 mph Clubmans (Class 168) back in 1998. Capitalising on the benefits of the Evergreen 3 infrastructure the timetable delivers improved journey times, and in some cases frequency, to the main markets on the High Wycombe route. Typically, journey times improve by 20%, and in terms of actual minutes the benefits increase with distance from London.

However, from a performance perspective the first three periods of the September 2011 timetable saw a marked fall in Chiltern Railways' Public Performance Measure (PPM) from pre-September 2011 levels, with poor infrastructure performance suspected to have had a detrimental impact on overall route performance for the period. In lieu of this Chiltern made a small number of performance-related changes to the December 2011 timetable and made the decision to increase the public allowance at destination on 140 weekday trains by 3 to 5 minutes, with the aim of returning to pre-September 2011 PPM levels over the coming year.

From a passenger perspective, feedback received by Chiltern regarding the September / December 2011 timetable included:

- Disappointment at the long gap between departures for Beaconsfield and High Wycombe between 1750 and 1816;
- Disappointment at the long gap between departures for Seer Green between 1743 and 1825;
- Disappointment in consecutive gaps of over 30 minutes for Denham at 1750, 1825 and 1859;
- Irritation with some trains such as the 0720 from Aylesbury to London which recesses at West Ruislip for 23 minutes and therefore is of little or no use to through passengers;
- Concern that some high peak trains operate as a 2-car 165 with many spare seats, for example the 1753 and 1825 Marylebone-West Ruislip, the former of which is amended in December.

Chiltern recognise many of these issues and are now embarking on detailed planning of the December 2012 timetable, which they believe represents the earliest opportunity to properly address these issues.

Chiltern also believe it is possible to make further improvements to the service offered to commuters during peak periods by making changes to the Passenger Service Requirement (PSR). The current version, which prescribes a quantum of train calls across the three hours of the peak that are not divisible by three, prevents the Chiltern peak service from operating to a regular, repeating interval. This not only leads to irregular and longer gaps between calls for certain stations, but makes the timetable harder to understand for passengers and harder to operate and recover following disruption.

Chiltern Railways therefore propose a repeating pattern December 2012 peak timetable that addresses the concerns raised by passengers, with regular journey opportunities for all Buckinghamshire stations (in particular Gerrards Cross, Beaconsfield, High Wycombe and Princes Risborough) and beyond, including Bicester North, Banbury and West Midland stations, and introduces the route to Oxford via Bicester, which could open during 2013 or 2014.

Despite the reduction in the number of calls at some stations, Chiltern believe that the proposals take full account of the size of the market at each station and that a regular, repeating service pattern that is attractive to passengers will outweigh any reduction in calls.

RWA Rail has been commissioned by Chiltern Railways to undertake performance modelling work of the proposed December 2012 timetable in order to assess the operational performance. In the absence of a timetable version compatible with other Train Operators, this paper covers only Down Chiltern services south of Aynho Junction operating in the evening peak (departures from Marylebone 1600-1859).

The following variants were modelled, all using the same September 2011 infrastructure:

Dec2011 Down Peak (Aynho Jn)

December 2011 timetable with additional delay representative of last autumn and increased public allowances on 140 trains (as per the previous work for EG3 Dec11 service recovery), cut down to include only Down Chiltern trains operating in the evening peak (based on Marylebone departures between 1600 and 1859) south of Aynho Jn.

Dec2012 Down Peak (Aynho Jn)

December 2012 Down Chiltern standard hour evening peak timetable south of Aynho Jn, copied across the three hour evening peak period (based on Marylebone departures between 1600 and 1859), with equivalent delay data applied.

Methodology

Dec2011 Down Peak (Aynho Jn)

The December 2011 timetable, imported from CIF file and as used in the previous round of work for EG3 Service Recovery, was cut down to include only Down direction Chiltern trains operating in the evening peak (based on Marylebone departures between 1600 and 1859) south of Aynho Junction.

Freights and other TOCs services were excluded in order to be comparable with December 2012, where Chiltern paths had not been conflict detected north of Aynho Junction.

The same autumn delay data used in the previous round of work was applied.

Dec2012 Down Peak (Aynho Jn)

The December 2012 Down Chiltern standard hour evening peak timetable was provided by Chiltern Railways In Excel format. This was input into RailSys and copied across the three hour evening peak period (based on Marylebone departures between 1600 and 1859). Paths where then cut south of Aynho Jn as conflict detection with other TOCs had yet not been undertaken.

The same autumn delay data was transferred across from December 2011 to December 2012.

Timetable Statistics

Variant Descriptions

Base - Dec2011 Down Peak (Aynho Jn)

- Timetable December 2011 imported from CIF file + public allowances at destination on 140 trains, cut down to include only Down direction Chiltern trains operating in the evening peak (based on Marylebone departures between 1600 and 1859) south of Aynho Junction.
- Infrastructure September 2011 infrastructure
- Delay Data NR Period 12 and 13 delay data + Run 3 Auto Departure Delay

Variant - Dec2012 Down Peak (Aynho Jn)

- Timetable December 2012 Down Chiltern standard hour evening peak timetable input from Excel, copied across the three hour evening peak period (based on Marylebone departures between 1600 and 1859) and cut to south of Aynho Junction.
- Infrastructure September 2011 infrastructure.
- Delay Data NR Period 12 and 13 delay data + Run 3 Auto Departure Delay

Train Numbers

Class	TOC	TOC Full Name	Base	Variant
1	CH	Chiltern Railways	25	29
2	СН	Chiltern Railways	22	18
5	CH	Chiltern Railways	2	6
		Total .	49	53

The table shows the same number of Chiltern passenger trains in both timetables, with an increase in Class 1 and a decrease in Class 2 services in December 2012. This incorporates the addition of six new Class 1 services to Oxford in place of four Class 1 services to Bicester North, one to Princes Risborough and one to Aylesbury (via Princes Risborough) respectively and the re-classification of the High Wycombe terminators from Class 2 to Class 1 in December 2012. The increase of Gerrards Cross services by three is negated by this High Wycombe re-classification and the removal of the two West Ruislip services.

Station Calls

The tables below shows the number of calls made by trains departing London Marylebone between 16:00 and 18:59.

Station	No. Base	Stops Variant	Difference	Trains Base	per hour Variant
MD701					
Wembley Stadium	9	6	-3	3	2
Sudbury & Harrow Road	3	3	0	1	\mathbf{l}
Sudbury Hill Harrow	3	3	0	1	1.
Northolt Park	7	6	-1	2.33	2
South Ruislip	6	6	0	2	2
West Ruislip	8	6	-2	2.67	2
Denham	7	6	1	2,33	2
Denham Golf Club	4	3	-1	## 1.33	
Gerrards Cross	14	18	+4	4.67	6
Seer Green & Jordans	6	6	0	2	2
Beaconsfield	13	12	-1	4.33	4
High Wycombe	20	18	2	6,67	6
Saunderton	6	3	-3	2	1
Princes Risborough	13	12	-1	4.33	4
Haddenham & Thame Parkway	9	9	0		3
Bicester North	12	9	-3	4	3
lotal	= 140	126	-14		

Station	No.		Difference	Trains per hour
MD710	Base	Variant		Base Variant
Harrow on the Hill	6.	6	0	2 2 2
Rickmansworth	3	3	0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Chorley Wood	6	6	0	2 - 2 - 2 2 -
Chalfont and Latimer	6	6	0	2 2
Amersham	8	9	1	2.67
Great Missenden	10	11	1	3.33 3.66
Wendover	10	11	111	3.33 3.66
Stoke Maneville	10	11	1	3.33 3.66
Aylesbury	13	11	-2	4.33 3.66
Aylesbury Vale Parkway	4	7	+3	2.33
Total	79		+5+5	

It can be seen from the tables that station calls on the Chiltern mainline (MD701) are slightly reduced overall and divisible by three each station, reflecting the regular, repeating pattern of service proposed in December 2012. The service proposed on the Metropolitan line (MD710) is not a repeating standard hour and thus the number of calls at each station are not necessarily divisible by three and actually increase slightly overall.

Perturbed Simulation Results

Delay Minutes

Overview by TOC

The table below shows total delay minutes per day by operator. As the number of trains varies between options, drawing direct comparisons is difficult therefore RWA Rail has also calculated the delay seconds per train-km as shown in the table below:

			Base	N. J. W. I.			Variant			-	Base Vs. Variar	
TOC	Class	Total delay time (hh:mm:ss)	Total train kilometres (Km)	Delay sec. per Km	No. of trains	Total delay time (hh:mm:ss)	Total train kilometres (Km)	Delay sec. per Km	No. of trains	Total Delay increase (hh:mm:ss)	Delay sec. per Km increased (%)	Change in train kilometres (%)
Chiltern Railways	. 1	00:23:09	2,116	0.66	25	00:19:57	2,475	0.48	29	-00:03:12	26.34	16.99
Chiltern Railways	2	00:25:53	988	1.57	22	00:21:05	763	1.66	18	-00:04:48	5.36	-22.69
Chiltern Railways	5	00:00:03	11	0.27	2	00:00:10	3	3.33	6	+00:00:07	1155,78	-73,46
Total		00:49:05	3,115	0,95	49	00:41:12	3,242	0.76	53	-00:07:53	19.35	4.08

Overall delay is around 16% lower in the December 2012 Down evening peak compared to the December 2011 Down evening peak. Overall train kilometres are similar, with the difference being due to running additional services all the way through to Oxford in the Dec2012 model.

Delay Minutes Overview by Line Section

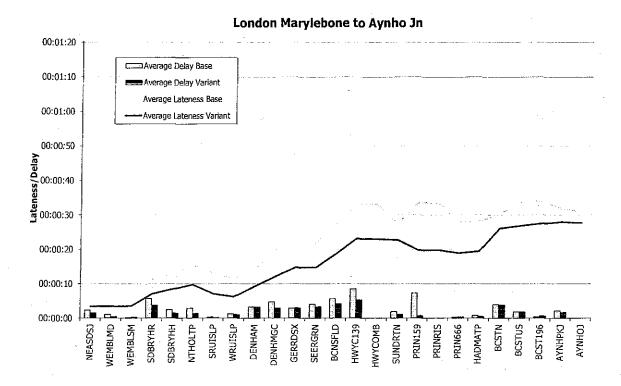
Line Code	Line Section	Base	Variant	Difference	% Difference
	London Marylebone to Neasden South Jn	00:01:44	00:01:05	-00:00:39	
	Neasden South Jn to South Ruislip	00:07:08	00:04:06	-00:03:02	5 h 5 50 00 00 6
MD701	South Ruislip to Princes Risborough	00:15:18	00:11:34	-00:03:44	
MD701	Princes Risborough to Haddenham & Thame Parkway	00:03:29	00:00:54	-00:02:35	
	Haddenham & Thame Parkway to Bicester North	00:02:13	00:02:17	00:00:04	
	Bicester North to Aynho Jn	00:00:52	00:00:49	-00:00:03	
MD710	Neasden South Jn to Aylesbury	00:15:46	00:16:24	00:00:38	
MD720	Princes Risborough to Aylesbury	00:02:14	00:01:19	-00:00:55	
MD725	Aylesbury to Aylesbury Vale Parkway	00:00:21	00:00:36	00:00:15	
MD276	Bicester Town to Oxford North Jn	00:00:00	00:02:08	00:02:08	
生物 医侧侧	Total	00:49:05	00:41:12	-00:07:53	16.1%

The table shows that the reduction in delay minutes is spread along the Chiltern mainline route between Marylebone and Haddenham & Thame Parkway, where the majority of the reductions in station calls are concentrated. There is a small increase in delay between Neasden South Junction and Aylesbury Vale Parkway, where there is an increase in the number of station calls.

Tracsis

Average Minute Lateness (AML)

In the following graphs the line graph represents the average lateness on route whilst the bar chart represents the average delay incurred between TIPLOCS on arrival at the second TIPLOC.

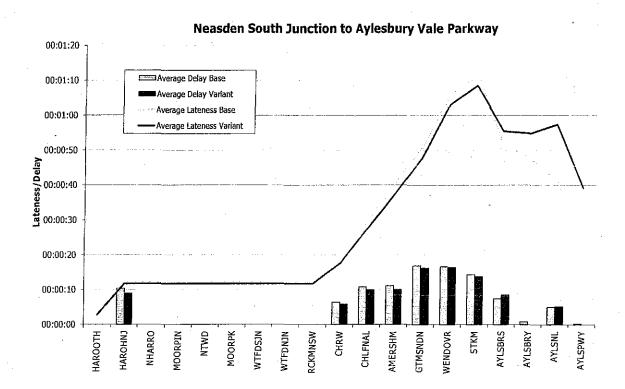


It can be seen that there is less delay in the variant compared to the base. One reason is the construction of the December 2012 Down evening peak timetable itself, with a repeating pattern designed to offer a regular interval pattern with more consistent gaps between stops and less bunching. This is a key reason in a model that includes trains in only one direction.

The slightly lower lateness at Neasden South Junction can be explained by the 30 seconds increase to the Marylebone to Neasden South Junction sectional running time from December 2011 to December 2012.

Furthermore, whilst the six Gerrards Cross services all loop at South Ruislip in Dec2012, they only let one train pass before continuing. This is compared to Dec2011, where the four trains that loop in South Ruislip let upto three trains pass before continuing. This latter scenario means an increase in potential interaction between Down services.

A further reason is that the fewer stops in December 2012 mean that the model is less affected by the two notional departure delay distributions to simulate station overtime that were adopted in order to "calibrate" September 2011 against actual autumn performance in the previous round of work. With less station calls it is less likely that a service will be prone to station overtime and this partly explains the difference in the Buckinghamshire area from West Ruislip to Princes Risborough where most stops are concentrated.



The graphs show a very similar pattern in both December 2011 and December 2012 timetables. Unlike the Chiltern mainline, a repeating standard hour is not proposed on the Metropolitan line and there is actually a slight increase in the number of station calls on this line in December 2012. The latter helps explain why delay minutes are slightly higher in the line section between Neasden South Junction and Aylesbury Vale Parkway.

The higher lateness beyond Aylesbury can be attributed to more trains running through to Aylesbury Vale Parkway and having less recovery time in the December 2012 timetable. In December 2011, the four through trains have 6 to 7 minutes running time between Aylesbury and Aylesbury Vale Parkway (including allowances), whilst in December 2012 the seven through trains have only $4\frac{1}{2}$ to $5\frac{1}{2}$ minutes (including allowances).

In Summary

Preliminary modelling of the December 2012 Down Chiltern evening peak timetable suggests that it may offer favourable operational performance compared to the equivalent December 2011 timetable, mainly due to the more repeatable and regular service pattern and slightly fewer station calls on the Chiltern mainline. However these results should be treated with caution as they include only Down direction Chiltern paths south of Aynho Junction, with no other TOCs/FOCs modelled. Further work to de-conflict Chiltern paths north of Aynho Junction and thus incorporate other TOC/FOC paths is required.

Tracsis

Appendix A – Project Plan

			Base			Variant					
Variant Name	Description	Project	Timetable	Delay Data	Freight	Timetable	Delay Data	Freight	Status	Report	
September 11 with Autumn delay data	Re-run the September timetable RailSys model with actual infrastructure failure data from the period, given that poor infrastructure performance is suspected to have had a detrimental impact on overall route performance for the period.	Service Recovery RailSys R308				September 11	Autumn 11	Spring 11	Completed	EG3 Dec2011 Service Recovery	
December 11	Import and test-run the December 2011 timetable Test the impact of potential revised December 2011 public/working differentials	Service Recovery RailSys R308	September 11	'Autumn 11	Spring 11	December 11	Autumn 11	Spring 11	Completed	EG3 Dec2011 Service Recovery	
December 11 Crew Diagrams	Develop December 2011 crew diagrams	Service Recovery TrainTRACS R309							Completed	SX - submitted by email 07/01/2012	
December 12 Std Hour Off Peak	Model an off-peak timetable option representing the incorporation of Oxford paths	Std Hour R304	December 11	Autumn 11	Spring 11	December 12	Autumn 11	Spring 11			
December 12 Evening Peak	Model an evening peak Down direction timetable representing the incorporation of Oxford paths	Std Hour R304	December 11	Autumn 11	Spring 11	December 12	Autumn 11	Spring 11	Content covered by this report	EG3 Dec2012 Down Evening Peak	
Re-engined 165	To calculate Sectional Running Times (SRTs) for Class 155 with a replacement traction pack and to compare these with existing Class 165 performance	Std Hour R304							Completed	Submitted by email 17/11/2011	
Scenario modelling	Conduct scenario modelling on the December 2011 timetable	Service Recovery RailSys R308	December 11	Autumn 11	Spring 11	As base with scenario, (a) without intervention (b) with intervention					
December 12 Crew Diagrams	Develop December 2012 crew diagrams	Service Recovery TrainTRACS R309									

Chiltern 2012 Timetable

Analysis of Proposed Peak Hour Timetable
Report
February 2012

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Analysis of Proposed Peak Hour Timetable

APPENDICES

Appendix 1 Train Graphs

Appendix 2 Station by Station analysis

Appendix 3 Number of trains comparison with stations on other routes

Appendix 4 Illustration of fastest journeys result

Executive Summary

Overview

1. Chiltern Railways propose to introduce a new timetable on the London Marylebone to Birmingham via High Wycombe route in December 2012, replacing the current irregular peak period service with a regular service based on a standard hour, which repeats in each of the three hours of the morning and evening peak periods. At certain stations, the proposal involves a reduction in the quantum of trains provided bringing the number below that currently specified in the Passenger Service Requirement (PSR).

Timetable analysis

- 2. We analysed the timetable in order to investigate a number of questions:
 - I how does the proposed 2012 timetable compare with the current 2011 timetable in terms of the outputs it delivers, both from an overall route perspective, and from the point of view of the service provided at individual stations?
 - I in particular, is there a significant change in the quality of the service provided at those stations for which a reduction in PSR is proposed?
 - I where the pattern has altered radically, does the proposed timetable provide an adequate service for significant intermediate flows?
 - I have the principles behind the service change been put into practice elsewhere on the network?
 - where a reduction in PSR is proposed, is the proposed level of service comparable with that at similar stations?

Summary of findings

3. Our analysis shows that:

London based flows

- the largest flows to London all experience a reduction in Generalised Journey Time:
- I from an overall route perspective, journey times are reduced on average. At most individual stations, the average journey time over the peak period is reduced. The fastest journey time is generally increased, and the slowest journey time is reduced, reflecting a greater consistency in the timetable;
- I from an overall route perspective, average intervals between trains are increased slightly in the morning peak, and reduced slightly in the evening peak. At individual stations, there is a mixture of increases and decreases in the average interval, with the largest increases occurring at stations with the lowest demand to London;
- I the stations with the largest demand have a reduction, or no change, in the longest interval between trains;

- I two stations (Denham Golf Club and Warwick) experience a significant increase in the longest interval in the shoulder peak, because of the transition between the peak and off peak service pattern;
- the proposed timetable provides greater consistency of departure times within the peak period, and also, for key destinations, between the peak and off peak periods;
- I of the stations with a proposed reduction in PSR, there is a significant (at least five minutes) increase in the average interval between trains at Denham Golf Club, West Ruislip and the Sudbury stations. At the other stations the change is small, ranging between an increase of three minutes and a reduction of three minutes;

intermediate flows

- I all intermediate flows between Banbury and London have at least one reasonable journey opportunity per hour, with the exception of a small number of flows with negligible demand;
- connections with London Underground continue to be available, but with a significant reduction in the number of journey opportunities at High Wycombe and Beaconsfield;

evidence from other routes

- I there have been a number of instances elsewhere on the network which have involved a simplification of the peak service pattern. The most extensive such change, on South West Trains, was followed by an improvement in both punctuality and passenger satisfaction levels;
- I there has been some research which has found evidence that passengers value regular interval timetables;
- I where a reduction in PSR is proposed, the proposed level of service is generally comparable with that at similar stations.

1 Introduction

December 2012 timetable proposal

- 1.1 Chiltern Railways introduced a new timetable on the London Marylebone to Birmingham via High Wycombe route in September 2011, taking advantage of infrastructure improvements. Minor revisions were made to this timetable in December 2011.
- 1.2 Chiltern have identified the opportunity to make a more radical change to the timetable, particularly in the peak periods, and have devised a new service pattern which is proposed for implementation in December 2012. The proposed December 2012 timetable change involves replacing the current irregular peak period service with a regular service based on a standard hour, which repeats in each of the three hours of the morning and evening peak periods. The service pattern south of Banbury is radically altered.
- 1.3 The proposed timetable provides 11 arrivals at Marylebone in each of the three hours of the morning peak, and 11 departures from Marylebone in each of the three hours of the evening peak.
- 1.4 Appendix 1 shows a train graph for the Banbury to London route section for the morning and evening peak periods for both the 2011 and proposed 2012 timetables, illustrating the service pattern.

Aims of the December 2012 timetable

- 1.5 The proposed December 2012 timetable is designed to provide the following features, compared with the current (December 2011) timetable:
 - a more regular spacing of departures, particularly for high volume destinations;
 - I a repeating pattern throughout the peak period, so that the timetable is more memorable;
 - provision of consistent links to or from traffic centres other than London Marylebone;
 - I an increase in the number of seats provided at the busiest times.
- 1.6 At certain stations, the proposal involves a reduction in the quantum of trains provided, in some cases bringing the number below that currently specified in the Passenger Service Requirement (PSR).
- 1.7 We have analysed the proposed December 2012 peak timetable, and this report examines the extent to which the aims of the timetable revision are met, the effect of the changes on other key outputs, such as journey time, and the effect of the changes in key outputs at the stations affected by the PSR change.

2 Summary of proposed PSR changes

- 2.1 The repeating nature of the proposed timetable means that the number of trains serving each station in each three hour peak period will be divisible by three. This is generally not reflected in the current PSR, and at some locations, the proposed number of trains is less than the current PSR, in one or both peak periods. Table 2.1 below shows the stations at which a change to PSR would be required in order for the proposed timetable to be compliant.
- 2.2 There are six stations where the PSR would be reduced in both peak periods, three stations where the PSR would be reduced in the morning peak period only, and two stations where the PSR would be reduced in the evening peak period only.

TABLE 2.1 PROPOSED PASSENGER SERVICE REQUIREMENT CHANGES

Station	Curre	Proposed PSR in		
	Morning peak	Evening Peak	each peak	
Banbury	11	10	9	
Haddenham & Thame Parkway	10	10	9	
Princes Risborough	11	14	. 12	
High Wycombe	17	20	18	
Beaconsfield	16	13	12	
Gerrards Cross	17	14	15	
Denham Golf Club	4	4	3	
West Ruislip	7	7	6	
Northolt Park	7	7	6	
Sudbury Hill Harrow	4	3	3	
Sudbury Harrow Road	4	3	3	

The morning peak figure refers to the quantum of trains required to arrive at London Marylebone between 0700 and 0959.

The evening peak figure refers to the quantum of trains required to depart from London Marylebone between 1600 and 1859.

3 Key timetable outputs

3.1 This section summarises key outputs of the proposed timetable. Detailed figures for journey times and service provision at each station are shown in Appendix 2.

Generalised Journey times

The Generalised Journey Time provides a measure of the overall quality of the timetable, taking account of journey time, frequency and service spacing, as well as the need to change trains where applicable. Figure 3.1 below shows the change in generalised journey time calculated by MOIRA for peak tickets for the principal flows affected by the proposed timetable change.

Longer GJT Shorter GJT PEAK Total Passengers 8.8m All to London Longer GJT 1.8 Shorter GJT 1.4 Passengers per annum (m) High Wycombe 1.2 Gerrards Cross Solihull - Birminghan Haddenham & 0.8 North 0.6 Princess Risborough 0.4 Warwick - Birmingham 0.2 0,0

FIGURE 3.1 GENERALISED JOURNEY TIME CHANGES

3.3 The figure shows that the largest London flows experience a shorter GJT under the proposed 2012 timetable.

Change in GJT

Other outputs for London flows

- 3.4 Two sets of summary statistics are shown for journey time and service provision.
- 3.5 The route summary shows an average of the outputs for all stations between Wembley Stadium and Bicester North inclusive, plus Banbury, Leamington Spa, Warwick, Warwick Parkway, Dorridge, Solihull and Birmingham Moor Street. The averages are weighted by the estimated number of London peak passengers at each station. Birmingham Snow Hill, Stourbridge Junction and Kidderminster are not included as these stations do not have a regular service to London in the morning peak period, and have negligible numbers of London peak passengers.

- 3.6 The station summary shows a comparison between the 2011 and 2012 outputs at each station, together with the estimated number of London peak passengers at each station.
- 3.7 The number of London peak passengers at each station is estimated from sales of full and season tickets. The total number of passengers estimated by this method is 7,800 for stations served by High Wycombe line services; this compares with a figure of 7,600 peak arrivals estimated from a count taken in September 2011.

Journey times

3.8 Table 3.1 below shows the shows the weighted measure of journey time for stations on the route.

TABLE 3.1 JOURNEY TIME SUMMARY FOR RO	
TABLE STEELISTICK SUMMART FUR RE	

<i>-</i>		Average Journey time (minutes)		Fastest Journey time (minutes)		Slowest journey time (minutes)	
		2011 timetable	2012 timetable	2011 timetable	2012 timetable	2011 timetable	2012 timetable
AM	Shoulder	44.4	38.7	34.5	33.7	53.6	44.1
	High	40.4	38.7	35.7	33.7	45.5	44.2
РМ	Shoulder	38.6	36.1	31.5	31.1	48.0	41.6
	High	39.0	36.1	34.1	31.1	43.6	41.6

- 3.9 This table shows that the 2012 timetable delivers slightly shorter journey times on average. On average over the route, the timings of the fastest journeys are maintained, and the timings of the slowest journeys are reduced.
- 3.10 Table 3.2 below shows the comparison between the 2011 and 2012 timetables, for each station. A positive figure indicates a faster journey time in 2012.
- 3.11 The average journey time shown is calculated by taking the mean over the four peak periods (AM shoulder, AM high, PM shoulder and PM high) of the mean journey time in each of those periods (in effect an overall average, giving double weight to the high peak compared with the shoulder peak.)

Station	Estimated	Average	Fastest journey	Slowest
	daily London	Journey time	time (minutes)	Journey time
	Passengers	(minutes)		(minutes)
			-	
Kidderminster		75 IA 275	3	
Stourbridge Junction		2.18	3	
Birmingham Snow Hill		14. julija je 19. julija j		
Birmingham Moor Street		7	ere one per ent	
Solihull		5	2 4 4 2 5	
Dorridge				16.
Warwick Parkway		2		17 (25)
Warwick		2		13
Leamington Spa		6	2	19 E
Banbury		1		14
Bicester	-	4		1572
Haddenham & Thame Parkway		2 .	3	4
Princes Risborough		2		7. Z.
Saunderton		47951a-63		7
High Wycombe		4	1	9
Beaconsfield		3	1.1624	8
Seer Green		2	2 2 3 3 3 5 5 6 5 6 5 6 5 6 5 6 5 6 6 6 6 6	gan di saya sa
Gerrards Cross	-	5		27
Denham Golf Club				-Fried
Denham			0	10:
West Ruislip		4	0	15
South Ruislip		4	95 1 2 -	13
Northolt Park		1	2	4
Sudbury Hill Harrow		3	2	5
Sudbury & Harrow Road		3	. 2	5
Wembley Stadium		1 🔅	0	3

TABLE 3.2 JOURNEY TIME COMPARISON BY STATION

- 3.12 The table shows that average journey times are generally reduced, with the stations experiencing an increase being those with lower demand. The gap between the fastest and slowest journey times is reduced, reflecting the more regular nature of the 2012 timetable.
- 3.13 The increase shown in the fastest journey time for most stations is generally due to the presence of a single particularly fast train in the 2011 timetable, which explains the apparently counter-intuitive result that the route based average fastest journey time is lower in 2012, while the fastest at individual stations is generally higher. This is illustrated in Appendix 4.

Train service provision

3.14 Table 3.3 below shows the weighted measure of train service provision for stations on the route. The average interval in the morning peak is calculated on the basis of the interval following each train, given that the choice of train is more likely to be governed by the desired arrival time in London, hence passengers will tend to catch the train arriving at or prior to their desired arrival time. The average

interval in the evening peak is calculated on the basis of the interval prior to each train, given that the choice of train is more likely to be governed by the desired departure time from London, hence passengers will tend to catch the train departing at or following their desired departure time.

3.15 The average is then weighted by the length of the interval, as a proxy for the number of passengers wishing to travel during the interval, so that, for example, the average interval calculated for trains at 15 and 45 minute intervals will be greater than that for trains at regular 30 minute intervals.

TABLE 3.3 TRAIN SERVICE PROVISION SUMMARY FOR ROUTE

		Number of trains		Average interval (minutes)		Longest interval (minutes)	
		2011 timetable	2012 timetable	2011 timetable	2012 timetable	2011 timetable	2012 timetable
ΑM	Shoulder	10.3	8.0	18.5	20.8	25.4	27.8
	High	3.7	4.0	17.0	19.0	20.4	23.6
PΜ	Shoulder	9.3	8.0	23.3	20.6	31.0	25.0
	High	3.9	4.0	20.8	20.0	26.7	23.4

- 3.16 The table shows that the weighted average number of trains reduces in the shoulder peak, and increases in the peak. The average interval is slightly longer in the morning peak than in 2011 and slightly shorter in the evening peak. The 2012 timetable has more similar intervals between morning and evening peak, indicating the similar design in both peak periods. The longer interval for the shoulder peak periods is caused by the transition between the peak and off peak service pattern, which results in longer than standard intervals between trains at some stations.
- 3.17 Table 3.4 shows the comparison between the 2011 and 2012 timetables, for each station. A positive figure indicates a larger number of trains, or a shorter interval, in the 2012 timetable. The number of peak trains refers to the total for the morning plus evening peak.

Station	Estimated	Total number of	Average interval	Longest interval
	daily London	Peak trains	(minutes)	(minutes)
	Passengers			
·				
Kidderminster				
<u> </u>		1		0
Stourbridge Junction	· <u> </u>	0	9	0
Birmingham Snow Hill		-1	-5	- 1970 - 1 -7 , 11 d. Krimtuski suorus Lan drii
Birmingham Moor Street		-3	-6	9
Solihult		-3	-6	
Dorridge		0	-1	18
Warwick Parkway		O'	1	-4
Warwick		-4	-24 -	38
Leamington Spa		. 1	1	-1
· Banbury		-6	-3	5 7 7
Bicester		-1	-1	0
Haddenham & Thame Parkway		-1	1	£ 22.00 97
Princes Risborough		-2	-1	-1
Saunderton		-6	.24	-7
High Wycombe		0	3	165
Beaconsfield	····	-4	0	0
Seer Green		-1	-1	18
Gerrards Cross			-1	4
Denham Golf Club		-2	-18	25
Denham		- 4	-6	2
West Ruislip		-3	- 5	Z-Z1L
South Ruislip		o : :	6	8
Northolt Park		-2	- 2	202
Sudbury Hill Harrow		-1 Š		6-
Sudbury & Harrow Road		-1	-8	
Wembley Stadium		-6	-4	The Control of the Co
		J	- -	There is the second

TABLE 3.4 TRAIN SERVICE COMPARISON BY STATION

- 3.18 The table shows that the stations at which the average interval increases most are those with lower demand. As noted above, the higher value for the longest interval at some stations is caused by the transition between the peak and off peak service pattern. This applies particularly at Denham Golf Club and Warwick.
- 3.19 Of the stations proposed for a reduction in PSR, the reduction in the quantum of trains generally has a small effect on the average service interval. At Banbury the average interval increases by three minutes. At stations between Haddenham and Thame Parkway and Gerrards Cross inclusive the average interval reduces. There is a more significant increase in the average service interval at Denham Golf Club, West Ruislip and the Sudbury stations, but these have low demand to London.

Capacity

3.20 Table 3.5 below shows the capacity provided - in seats on trains arriving at Marylebone in the morning peak, and departing from Marylebone in the evening peak - for the current and planned timetables.

TABLE 3.5 SEATS PROVIDED

		Seats provi	Demand ('000)	
		2011 timetable	2012 timetable	based on September 2011 counts
AM	Shoulder	5.7	6.7	3.7
	High	4.1	4.1	3.9
	TOTAL	9.9	10.8	7.6
PM	Shoulder	6.5	6.5	4.4
	High	3.0	3.6	2.1
	TOTAL	9.5	10.1	6.5

3.21 The 2012 timetable provides more seats in both the morning and evening peak hours.

Memorability of timetable

3.22 Table 3.6 illustrates the pattern of service for a selection of stations. It shows the variety of departure times (from Marylebone) around the clock face for the off peak period, and for the three hours of the evening peak. Departures are shown in 10 minute timebands.

TABLE 3.6 DEPARTURE TIMES FROM MARYLEBONE

Station	Departu minutes			table -	Departures in 2012 timetable- minutes past the hour			ble-
	Öff Peak	16:00 to 17:00	1700 to 18:00	18:00 to 19:00	Off Peak	16:00 to 17:00	to	18:00 to 19:00
	07	07	07					
•	10		10	10,13	15,18	18	18	18
Banbury						24	24	24
,	37		37					
		46,49		40,44	45	48	48	48
	07	07	10					
	10	10		13,16	18	18	18	18
Bicester				1		<u> </u>	-	1
Dicester		33	37					
	40	49	40	40,44	45	48	48	48
				53	51	51	51	51
	10	10	10				_	
Haddenham				13,16	18	18	18	18
and Thame					21	24	24	24
Parkway		33						
	40	49	40	44				
				53	51	51	51	51
	07					05	05	05
:	10,13,16	10,13	10,13	16	18	18	18	18
High				22,25	24	24	24	24
Wycombe		33,36				35	35	35
	40,43	49	40,43	44,47	45			
		56	50	53,56,5	51,54	51,54	51,54	51,54
						05	05	05
	13,16	10,13	13,19	16				
Beaconsfield				22,25	21,24	21	21	21
		36				35	35	35
	40,43		43	47				
		56	50	56	54	54	54	54
					· · · · · · · · · · · · · · · · · · ·	05	05	05
	13,16	13	13					
Gerrards Cross				22,25	21,24	24	24	24
Ç1 U33		36				35	35	35
<u> </u>	40,43		43	47				
		56	50,56	56,59	54,57	54	54	54

3.23 The table demonstrates that the proposed timetable provides greater consistency within the peak period, and also between the peak and off peak periods.

Non London Flows

Access to London Underground services

- 3.24 Access to the Central Line is available at West Ruislip and South Ruislip stations. The 2012 timetable provides at least one train per hour to one or both of these stations from all stations as far north as Princes Risborough. Journeys to and from Haddenham and Thame, Bicester and Banbury require one change of trains with a maximum of 16 minutes waiting time. In the 2011 timetable, Bicester and Banbury have one service to West Ruislip in the morning peak, and no service from South or West Ruislip in the evening peak.
- 3.25 Table 3.7 shows a comparison between the 2011 and 2012 timetables of access to London Underground services for a selection of stations (those having the largest London demand) on the route. A positive figure indicates a shorter journey time, a larger number of trains, or a shorter interval, in the 2012 timetable¹.

TABLE 3.7 ACCESS TO LONDON UNDERGROUND SERVICES

		Compariso	on between 2012	and 2011
Station	2012 Average Journey time (minutes)	Average Journey time (minutes)	Fastest journey time (minutes)	
Bicester	61	4	0	8
High Wycombe	28	-2	-1	311 7 11 7
Beaconsfield	27	a * 8 € .	-1	45 (S.17)
Gerrards Cross	7	1	0	5

Station	2012 Total number of Peak trains		1	_
	(morning + evening)		((
Bicester	12	1		16:
High Wycombe	12	3.570	7.	5
Beaconsfield	12	1-7-7	9.7	5.5.25.2
Gerrards Cross	18	-2	- 11 jg . 25 je .	

3.26 The table shows that while the 2012 timetable provides a similar number of trains connecting Bicester and Gerrards Cross with West or South Ruislip, with a more even spacing of services, there is a reduction in the number of services connecting High Wycombe and Beaconsfield.

¹ To enable a fair comparison between timetables the journey times shown are the equivalent times at West Ruislip, calculated by adjusting the time by three minutes in the case of trains calling at South Ruislip.

Other intermediate flows

3.27 We have examined other intermediate flows between London and Banbury, to ascertain whether there are any significant journeys which are difficult or impractical under the 2012 peak pattern. There are a number of such journeys, these are summarised in table 3.8. Except where indicated by an asterisk, these apply in both directions.

TABLE 3.8 FLOWS WITH DIFFICULT OR IMPRACTICAL JOURNEYS

Nature of difficulty	Flows affected				
No practical journey opportunity	Wembley Stadium - Sudbury and Harrow Road				
	Sudbury and Harrow Road - Sudbury Hill Harrow West Ruislip - Denham*				
•	Denham - Denham Golf Club				
	South Ruislip - Wembley Stadium*				
	South Ruislip - Sudbury Hill Harrow*				
Journey has interchange with 30	Sudbury Hill Harrow - Saunderton				
minutes wait or longer	Wembley Stadium - West Ruislip*				
	Wembley Stadium - Denham Golf Club				
	Wembley Stadium - Saunderton				
	Sudbury and Harrow Road- Denham				
	Sudbury Hill Harrow - West Ruislip*				
	Sudbury Hill Harrow Denham Golf Club				
ourney requires two changes of train	Sudbury and Harrow Road- Haddenham				
	Sudbury and Harrow Road - Bicester				
	Sudbury and Harrow Road - Banbury				
	Denham Golf Club - Haddenham				
	Denham Golf Club - Bicester				
	Denham Golf Club - Banbury				

- 3.28 These are flows with no journeys, or a negligible number of journeys, shown in MOIRA.
- 3.29 All other point to point journeys can be made on a through train, or with one change involving a wait of less than 30 minutes.

4 Evidence from other routes

Service pattern changes

4.1 The are other examples of changes which have been made to timetables on London commuter services leading to a more simple service pattern. Three examples are described below.

Great Eastern Southend Line

- 4.2 The peak Liverpool Street to Southend Victoria service has historically operated on a 10 minute pattern. In the 1970s there was one train in each ten minute period which ran fast to Shenfield on the "M" (fast) line throughout, and a further train which called at stations from Harold Wood and beyond. This involved a weave from the "M" (fast) line to the "E" (slow) line. The pattern was simplified, eliminating the calls in the Southend line trains at Harold Wood and Brentwood, allowing all trains to operate on the M line throughout to Shenfield. The pattern was further modified in the 1990s, with fewer, longer trains. There are currently seven Southend line departures from Liverpool Street in the high peak hour, compared with 11 in 1993.
- 4.3 These changes reduced the performance risk caused by the weave between lines, and provided additional capacity to accommodate growth on the Colchester line.
- 4.4 This therefore is an example of a timetable simplification which has involved a reduction in the quantum of trains.

South West Trains

- 4.5 A completely new timetable for South West trains was introduced in December 2004. The new timetable was constructed on the basis of a repeating pattern throughout the day. In most cases the off peak pattern was carried into the peak period. The timetable allowed for standard platforming at Waterloo, which aided its memorability by passengers. While the level of service was maintained or improved at the majority of stations, a small number of stations had a reduced service although in most cases the "spread" was better.
- 4.6 It was found that performance improved significantly when the new timetable was introduced, with the moving annual average of PPM rising from around 75% to 90%.
- 4.7 The autumn 2005 National Passenger Survey recorded an increase in passenger satisfaction levels compared with autumn 2004. Table 4.1 below shows the increase in the percentage of passengers reporting "satisfied" or "good" with aspects of the service affected by the timetable change.

TABLE 4.1 PASSENGER SATISFACTION LEVELS

Service aspect	Increase in % of passengers reporting "satisfied" or "good" from 2004 to 2005 South West Trains	Increase in % of passengers reporting "satisfied" or "good" from 2004 to 2005 All London and South East	
Overall satisfaction	9	5	
Frequency of services	7	4	
Punctuality / reliability	14	7	
Journey time	6	3	
Connections with other train services	7	2	

4.8 This therefore is an example of a complete re-write of a timetable, resulting in a standard pattern of service, and one where there were instances of a reduction in service, but compensated by an improvement in the spacing of services.

West Anglia Route

- In December 2011 a new timetable was introduced on the West Anglia service. The new timetable provides additional capacity, and on the Chingford, Enfield, Hertford East / Cheshunt routes the timetable was designed to provide a more even spread of trains. On each of the Chingford and the Enfield Town routes, the number of morning peak services to Liverpool Street has been reduced by one, with a compensating increase in train length.
- 4.10 This therefore is an example of a timetable revision which involved a reduction in the quantum of trains at certain stations, but provided a more even pattern of services, and increased capacity.

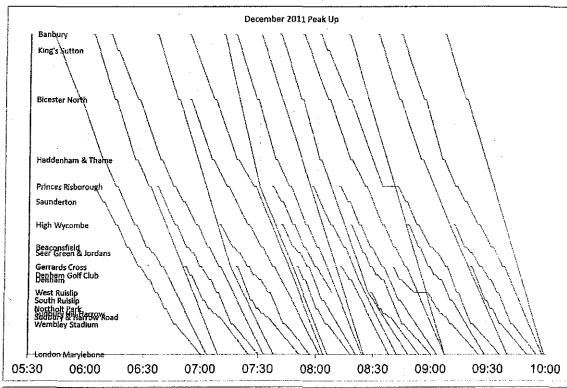
Benefits of regular timetables

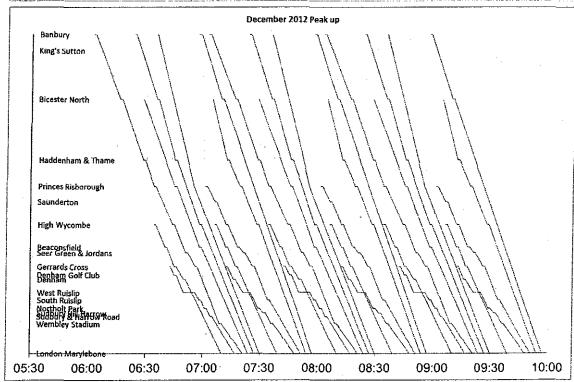
4.11 A limited amount of research has been done on the benefits of regular timetables, and is reported in the Passenger Demand Forecasting Handbook. A Stated Preference analysis was carried out in 2002 based on a survey of passengers on the East Coast Main Line and Cross Country services. This found evidence of a benefit of regular interval timetables for journeys over 20 miles. For business travellers, the introduction of a regular timetable is worth 5 minutes of generalised journey time when there is one train an hour. This increases to 7 and 10 minutes for two and four trains per hour. For leisure travellers, the benefit is 3 minutes for hourly services and 7 minutes for more frequent services. While the survey was carried out on routes with a greater proportion of long distance travellers than the Chiltern route, and therefore the results may not be directly transferable, they do illustrate the principle that passengers attach value to regular timetables.

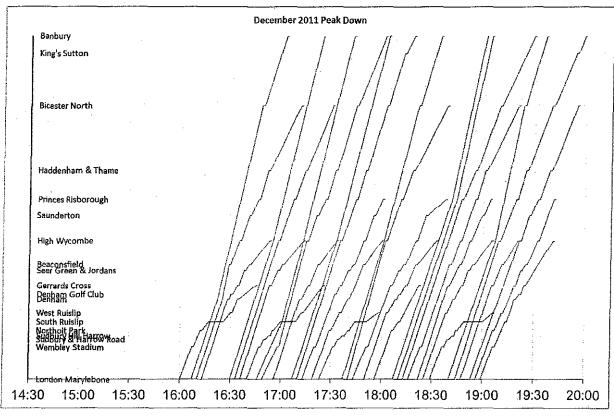
Comparison of service levels

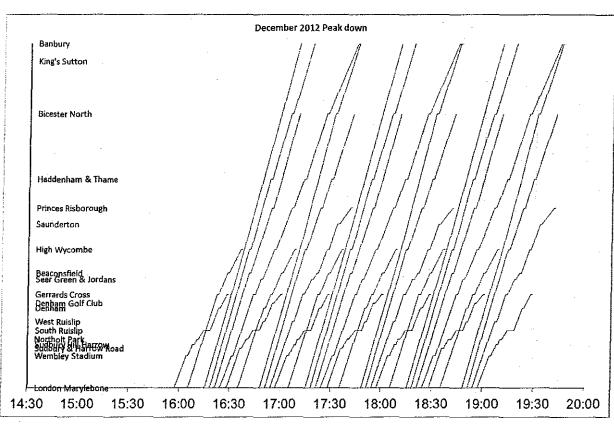
- 4.12 For stations where it is proposed to change the PSR, we have compared the proposed service provision with similar stations in the London commuting area. In each case we have taken stations which are a similar distance (within five miles) from London, and which have a similar peak demand, measured by the number of season ticket entries in the 2009-10 station count data published by ORR.
- 4.13 For stations between Gerrards Cross and Banbury inclusive, the proposed service level is within the range of that at comparable stations. The same applies at Sudbury Hill Harrow and Northolt Park. Sudbury and Harrow Road and Denham Golf Club both have low demand, with few comparable stations, and for these two stations the proposed PSR is lower than the service level at the comparators. West Ruislip has a proposed PSR lower than stations within a similar distance and with similar demand, but unlike its comparators, it is also served by London Underground.
- 4.14 Detailed figures are shown in Appendix 3.

APPENDIX 1 TRAIN GRAPHS









APPENDIX 2 STATION BY STATION ANALYSIS

Journey times

	1	Average 2011 Timetable 2012 Timetable											Fast	test				Slowest								
ourney Time to London	London		2011 13	metable			2012 11	metable			2011 Th	netable			2012 TI	metable			2011 Ti	metable			2012 TI	metable		
- (minutes) by Station	Demand	A	MA		PM		MA		4	AM		PA	PM		Α	PM		AM		PA	A	AM	ı	PM		
	Estimated weekday passengers	Shoulder	High	Shoulder	Klgh	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shaulder	High	Shoulder	High	
Kidderminster	1-	168		143	161	144	140	145	145	149		143	161	140	140	. 145	145	179		143	161	147	140	145	145	
Stourbridge Junction	+-	160		139	148	134	130	130	130	139		127	148	130	130	130	130	171		150	148	137	130	130	130	
Birmingham Snow Hill	+	127		108	118	105	100	106	106	107		96	117	100	100	100	100	141		117	119	109	100	111	111	
Birmingham Moor Street	 	114	98	102	111	100	100	99	99	94	90	90	108	94	94	794	94	131	107	109	114	106	106	103	10	
Solihuli		105	90	92	98	92	92	90	90	86	82	81	97	86	86	85	85	123	97	98	99	97	97	95	99	
Dorridge	1	105	91	91	93	94	96	97	97	90	91	90	92	92	92	91	91	118	91	93	94	99	95	10	100	
Warwick Parkway	-	90	84	78	82	83	83	80	80	75	70	69	80	75	75	72	72	102	101	82	84	90	90	8	/ в	
Warwick		90	97	78		86	84	84	84	76	97	77	81	86	86	84	84	99	97	79	90	86		. E	1 8	
Learnington Spa		83	BÓ	79	75	75	75	74	74	69	74	73	74	69	69	67	67	94	86	100		81	8	8	0 8	
Banbury	1	71	65	64	6	67	6	7 67	67	51	55	55	57	7 59	59	9 58	Si	95	7	1 77	6	78	7	8 8	1 8	
Bicester	7	60	59	56	5	2 54	5	4 52	52	41	55	42	45	47	47	7 44	44	79	61	8 65	5	64	6	4 6	3 6	
Haddenham & Thame Parkway	1	50	4	44	4	J 45	4	5 42	42	43	45	42	39	9 41	4	1 36	36	54	5	6 47	4	1 52	5	2 5	0	
Princes Risborough		48	4	2 39	4	3 42	2 4	2 40	40	36	36	35	3	Z 34	3	4 33	3:	3 56	. 4	8 46	5	5 49	4	9 4	8 4	
Saunderton		46	4	2 32	4	4	4	4 40	40	40	47	32	7	3 44	4	4 40	44	0 51	4	2 38	4	4. 44	4	4 4	10	
High Wycombe		40	3	5 3	3	5 3:	2 3	2 30	30	32	2	26	2	3 25	2	5 24	2.	4 47	3	9 4	4	3 38	1	18	Й	
Beaconsfield		3.3			3	1 2	В 2	8 25	2.5	26	2	20	3	1 25	2	5 21	2	1 40	3	3 30	3	1 32	1	12 7	8	
Seer Green		3	4 3	0 2	6 2		1	9 25	5 25	28	3	23	2	8 29	2	9 25	2	5 37	3	0 2	7 2	8 29	1	19 7	25	
Gerrards Cross		2.	B 2	<u> </u>		25 2	3 2	23 20				4 18	.1	3 2	1 2	11 10	1			8 4	1	7 24		24	21	
Denham Golf Club		2-		2	<u> </u>	1	<u> </u>	31 21	_1		1	18	<u> </u>	0 3		31 28	2	8 3		2.		:1 31			28	
Denham		2		2 2		21 2		25 2							9 1	19 10		6 4		24 3		2 31			27	
West Ruislip		2						22 1	1.			5 1		14 2		21 1-	_1	14 2		25 3		36 21			23	
South Ruislip		2						17 1		7 17			<u> </u>			16 1				17 3		28 18			17	
Northolt Park								16 1	·		· I	7 1				15 1						18 14			14	
Sudbury Hill Harrow		· ·				1		15 1				8 1				15 1		-	1	نسسات		15 15			12	
Sudbury & Harrow Road					1			~	9	9 1:			1	12 1	2	<u>'~</u>	9				1	12 1	2	12	9	
Wembley Stadium			13	12	8	9	11	11	B [8 1	2	12	8	B 1	11	71	8	8	14	12	io	9 1	1	11	8 (

Note: Overtaken trains are not included. The 2011 High Peak AM journey from Saunderton requires a change of trains.

Service provision

]	N	umber of	arrivals in A	(arylebon	e / departu	res from /	Aary lebone				Ave	rage inter	rval (Minute	(2)			Longest Interval (Affautes)							
ervice Provision	London		2011 T	metable			2012 T	metable			2011 T	metable			2012 TS	metable			2011 Ti	metable .			2012 11	netable	
by Station	Demand	Al	AM		A	Ä	W	Pi	A	Ah		PA	1	A/	A.	PA	4	AM		PA	· .	Αλ	4	P	М
	Estimated weekday passengers	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoutder	High
idderminster	1	3		1		2		1 2		41		60		 	60	3	60	49		60		20	60	60	61
tourbridge Junction		3		2	1	2	1	2	1	43		57.			60	3	60	49		60		20	60	60	6
Sirmingham Snow Hill	1	3		5	2		ļ	4	2	44	-	28	34	1	50	31	30	58	<u> </u>	30	37	65	60	33	1 3
irmingham Moor Street		5	7	. 6	2	4	1	4	7	28	33	26	26	38	38	31	30	34	36	30	30	45	45	33	3
Solihuil	1	5	-	6	2	4		4		28	30	26	26	36	37	31	30	35	14	30	30	44	44	33	1 3
Dorridge .		4		4	2	3	1	2 4	7	36	39	56	26	48	51	31	30	46	39	39	30	64	60	33	3
Warwick Parkway	1	7	T	3 6	7	6	1	3 6		28	26	26	26	26	20	28	27	36	30	30	30	40	23	30	1
Varwick		4		1 3	1	2	 	1 2		45	19	44	52	86	60	50	60	59	15	57	63	101	60	60	ï
Leamington Spa		7		2 5	1		1	3 6	 	3 26	25	33	2	26	2	1 28	27	35	30	39	27	40	25	30	3
Banbury		10		4 7		1		3 6		3 22	18	31	Z	27	2	7 26	25	30	23	3 39	27	34	34	3.	3
Bicester .	_	9		4 9	1	3	-	4 8	1	4 18	19	23	2:	20	19	9 24	23	26	2:	33	27	25	25	3.	1
Haddenham & Thame Parkway		6	-	4 7	1	2	-	3 6		3 26	19	26	2/	5 23	2	1 25	25	3.7	2	3 33	30	28	27	2	7
Princes Risborough		9	Ţ.	4 9	1	4	1	4 8		4 23	1:	23	2	19	1:	5 25	25	31	1:	8 30	27	32	ti	2	7
Saunderton				7 4	1			1 7	!	1 39	3!	44	2	7 62	6	0 60	60	0 51	3	5 57	3/	64	64	5 6	0
High Wycombe		12		4 14		6 1	1	6 17	!	6 15	1:	18	1	4 12	1	1 12	1:	2 21	1	7 27	_ 2	1 16	1	5 1	6
Beaconsfield		11		4		4	В	4	3	4 15	1	4 21	1	8 19	i	7 16	1	6 21	1	6 27	2	4 27	2	2	9
Seer Green			5	1	T	2 .	4	2 .	•	2 26	3	6 33	3	4 29	3	0 42	3	0 38	3	42	3	7 30	3	0 6	ó T
Gerrards Cross		11	5	4 10		4	8	4	8	4 11	1	3 19	2	11 10	1	17 16	1	6 1	1	17 26	3	0 26	2	1 1	9
Denham Golf Club			4		2	2	2	1	2	1 52		0 57		i1 8		50 60				69		0 94			0
Denham			7		5	2	4	2	4	2 26		9 3.		8 3		31 32		2 3		24 4:		11 4			18
West Ruislip			6	1	5	3	4	2	4	2 33	تسمسا	9 3		32 4		30 44				29 4		9 60			54
South Ruislip			5	1	4	2	4	2	4	2 30		0 3		39 3		31 3		30 3		40 4		13 3			31
Northolt Park			5	2	4	3	4	2	4	2 20			2]	35 4		30 3	0 .	30 3		33 4	o	6		12	31
Sudbury Hill Harrow			3	1	2	1	2	1	2	1 5			2			60 6	0	60 6		29 6	6	43 6	0	50	60
Sudbury & Harrow Road			3	1	2	1	2	1	2	1 7.		29 6					_			29 6			0 .	X 0	60
Wembley Stadium			8	1	6	3	4	2 }	4	2 2	2 }	34 2	9	20	10	30 3	10	30 3	10	40 4	0	24 3	3	33	33

Note: Overtaken trains are not included. The 2011 High Peak AM journey from Saunderton requires a change of trains. Train service provision at Bicester will increase when the Oxford service commences.

Journey times and service provision to London Underground services for a selection of stations

						•																		
	l			Ave	rage			1				Fas	test							Slov	vest			
Journey Time to London Underground		2011 Ti	metable		2012 Timetable				2011 Timetable				2012 Timetable				2011 Timetable				2012 Timetable			
- (minutes) by Station	A	ч	PM		AM		PM		AM		PM		AM		PM		AM		PM		МА		PM	
•	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High
Bicester	61	67	68	63	60	60	62	62	56	67	62	63	56	56	58	58	72	67	74	63	64	· 64	66	66
High Wycombe	23	19	31	31	28	28	28	. 28	18	19	21	25	19	19	20	20	33	20	43	39	36	36	36	36
Beaconsfield	17	14	24	21	27	27	27	27	12	13	14	14	13	13	14	14	27	14	31	33	40	40	40	40
Gerrards Cross	8	6	10	10	7	7	8	8	5	5	7	9	5	5	6	6	11	8	15	11	8	8	10	10
***************************************	- [Number	of services				[Av	rage inte	rval (Minut	es)			[Lo	ngest inte	rvat (Minut	es)		
Service Provision .		2011 1	metable		T	2012 T	imetable			2011 T	lmetable		T	2012 T	imetable			2011 T	imetable			2012 T	metable	,
- by Station	A	M	P	M	A	M	P	М	A	M	P.	ч	A	M	P	W		М	P	M	A	М	P	M
	Shoulder	High	Shoutder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High	Shoulder	High
Bicester	6	1	3	1	4	2	4	2	31	35		65						35		65		41		47
High Wycombe	9	2	5	3	4	2	4	2	22			23						<u> </u>		28	32	32		<u> </u>
Beaconsfield	9	2	5	3	4	2	4	2	22			23				1		35			38	38		47
Gerrards Cross	15	2	5	2	6	3	6	3	21	32	· 32	44	24	23	23	23	31	35	42	51	30	30	30	30

The number of trains includes both West Ruislip and South Ruislip, and includes journeys where a change of train is necessary. To enable a fair comparison between timetables the journey times shown are the equivalent times at West Ruislip, calculated by adjusting the time by three minutes in the case of trains calling at South Ruislip.

APPENDIX 3 NUMBER OF TRAINS COMPARISON WITH STATIONS ON OTHER ROUTES

The table shows the proposed PSR at those Chiltern stations where there would be a reduction compared with the current level. The level of service in the morning peak to London is shown for up to four comparator stations. The stations are at a similar distance (within five miles) from London, and chosen on the basis of similar demand, measured by annual season ticket entries reported in the 2009-10 station usage data, published by ORR. Where suitable comparators exist, two stations are shown (on the left hand side of the table) with demand below that of the relative Chiltern station, and two stations are shown (on the right hand side of the table) with demand above that of the relative Chiltern station.

	Annual			Annual		<u> </u>	Annual	•		Annua	η		Annual	<u> </u>
	Season			Season			Season			Seaso	1		Season	
1	ticket			ticket	Peak		ticket	Peak		ticket	Peak		ticket	Peak
	entries	Proposed		entries	trains to		entries	trains to		entrie	s trains to		entries	trains to
Station	'0 <u>00</u>	PSR	Station	'000	London	Station	1000	London	Station	,000	London	Station	'000	London
Sudbury & Harrow Road						South Greenford	Į .	6						
Sudbury Hill Harrow		3				Angel Road		3	Birkbeck		5			
Northolt Park		ε				Castle Bar Park		6	St Helier		7	Northumberland Park		
West Ruislip		·	Emerson Park		7	Morden South		7	Whyteleafe South		11			
Denham Golf Club									Bayford		8	How Wood		
Gerrards Cross		15	Burnham		11	Carshalton Beeches		12	Thames Ditton	7	6	Radlett		1
Beaconsfield		12	Berkhamstead		13	Chafford Hundred			West Byfleet		14	Greenhithe		1
High Wycombe		18	Crawley		12	East Grinstead		10	Reigate		9	Laindon		1
Princes Risborough		12	Theale		10	Baldock		9	Hockley		15	Marden		1
Haddenham & Thame		. (Bearsted		10	Wivelsfield		18	Hook		2	Shoeburyness		1
Banbury			Kettering		11	Barnham			Wellingborough	1	10	Herne Bay		1



APPENDIX 4 ILLUSTRATION OF FASTEST JOURNEYS RESULT

This appendix illustrates the way in which the route based average fastest journey time is lower in 2012 compared with, while the fastest at individual stations is generally higher.

The table below shows fastest journey times in each peak period, for two hypothetical timetables.

	Timetable	e A - journe	ey times (m	ninutes)	Timetabl	Timetable B journey times (minutes)								
	AM High	AM Shoulder	PM High	PM Shoulder	AM High	AM Shoulder	PM High	PM Shoulder						
Station 1	12	24	24	24	20	20	20	-20						
Station 2	24	12	24	24	20	20	20	20						
Station 3	24	24	12	24	20	20	20	20						
Station 4	24	24	24	12	20	20	20	20						

In Timetable A, the fastest journey time at each station is 12 minutes, compared with 20 minutes for timetable B. However, for the route as a whole, the average fastest journey time in each period (giving equal weightings to each station) is 21 minutes in the case of timetable A, but 20 minutes for the more regular timetable B.