

CfR NEWS ARCHIVE 2015

1 January 2015
Wolverhampton City Centre Metro Extension - Briefing Paper



Support At present, Midland Metro runs from Birmingham Snow Hill to Wolverhampton St. George's. At the Birmingham end, it is invisible to most people and the extension underway to New Street Station plus the proposal to extend further to Centenary Square will give metro a real presence in Birmingham. These are roundly supported by CfR.

At the Wolverhampton end, the terminus is close the retail heart of the city, but affording poor interchange for onward travel. CfR supports the principle of extending metro to the bus station and railway station. However, there are two serious reservations.

The Proposed Extension At the approach to the current terminus in Bilston Street, a junction is proposed for track along Pipers Row to staggered platforms alongside the Bus Station, continuing then to Railway Drive and using the road bridge over the ring road to the front of the rebuilt railway station. Railway Drive would be only for trams and pedestrians, ceasing to be the vehicular access to the railway station, which would have a new access road from Corn Hill.

The Junction The proposal is for Bilston Street junction to face trams from Birmingham, so they could either run to St. George's or to the railway station, but not both. A tram's destination would depend on the time of day. Centro has suggested St. George's may be served between 09.00 and 15.00. CfR suggests tram users would find this confusing and would be less likely to choose the tram if unsure which tram stop to go to. Tram users would be less likely to think of metro as the obvious choice for easy modal transfer if that depended on time of day and Centro would be less likely to achieve its integration aims. If trams were to alternate destinations, the service would effectively be thinned by 50% and also therefore be less attractive. It would also be less efficient to operate as trams to the railway station would need longer to reach their destination and return to Bilston Street junction than St. George's trams. To keep the timetable to a regular interval, St. George's trams would need to sit unproductively for several minutes before returning to Birmingham.

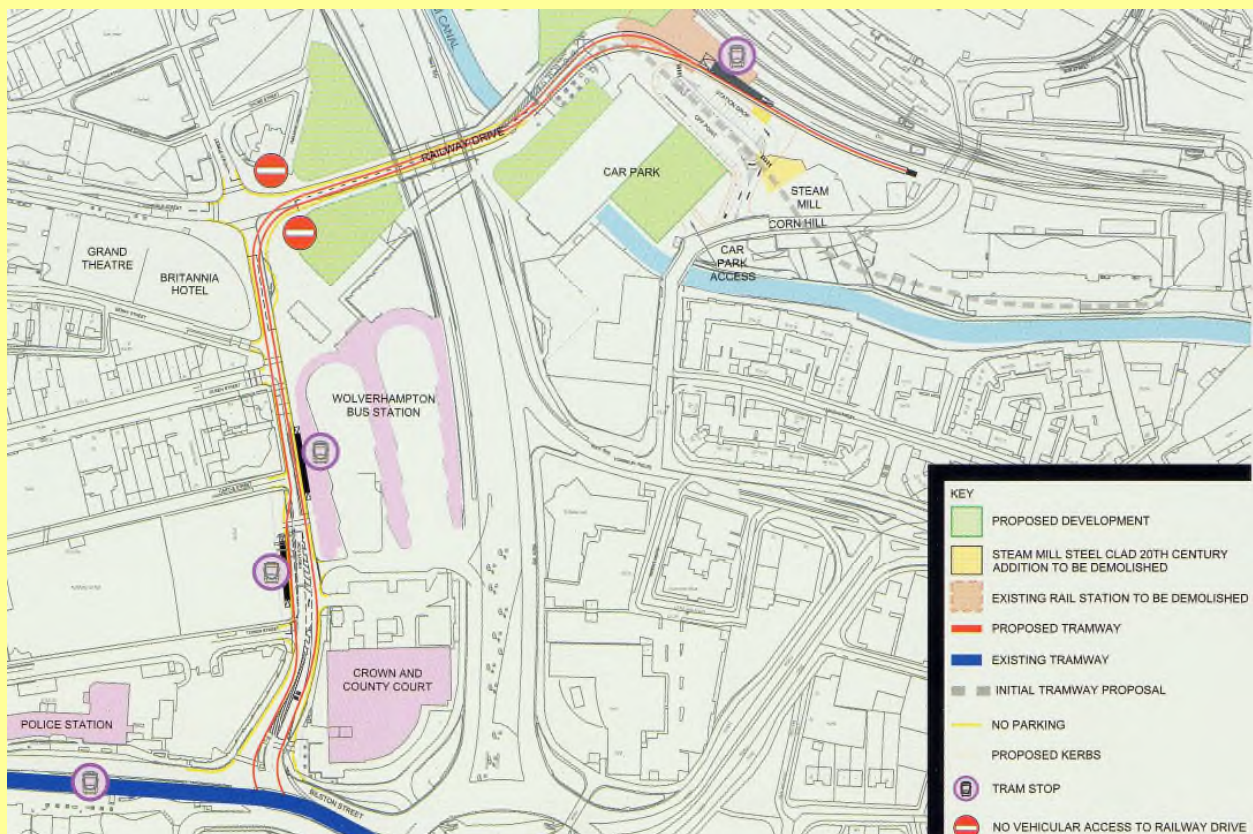
CfR's Response In the first consultation on the route extension, CfR responded with a proposal that Bilston Street junction be reversed, so that all trams would run to St. George's, then reverse and run to the railway station. Centro has now proposed a revision to the extension, but not accepted CfR's suggestion. CfR is disappointed that Centro has not given any feedback to CfR.

The Railway Station tram stop The consultation on the revised plans is for changes at the railway station end. Originally a two platform stop was proposed parallel to the end of the multi storey station car park. A considerable headshunt was then added alongside the Birmingham Canal as the first section of the next extension to New Cross Hospital and Wednesfield. This went through the site of the Steam Mill, an old building in Corn Hill, gutted by fire in 2008. This building has Grade 2 listing and most of it is now proposed for conversion to apartments. CfR supports the retention of our heritage and notes only the 20th century addition to the Steam Mill will be demolished.

The consultation claims the retention of the Steam Mill is the reason that the tram route will become single track just before the tram stop. It will continue as a single track headshunt long enough for two trams past the Steam Mill to the point where Corn Hill dives under the railway at the Birmingham end of Wolverhampton station. CfR suggests it would only be possible to make this headshunt into the first section of the Wednesfield extension at great expense and fears a wasteful scenario paralleling the impending abandonment of Metro's Snow Hill terminus. Furthermore, Centro's map clearly shows more than enough room for two tram tracks alongside the Steam Mill.

CfR suggests the real reason for single tracking is to provide a short stay car park and taxi rank for the rebuilt railway station. This restricts metro to a single platform, which would build into the scheme an operational weakness that would be a serious constraint when the Wednesfield extension is built.

CfR's Response It is important to avoid a single platform terminus. If there has to be a single track section, that should be as short as possible and not occupied by stationary trams. CfR proposes two platforms at the eastern end of Railway Drive, which would actually be closer to the new railway station building than the single platform being proposed. There is space for sufficient straight track alignment for each platform and it would not interfere with the provision of short stay parking.



13 March 2015
Chiltern Line “Back Open As Usual”



CHILTERN RAILWAYS services are back to normal today [13 March] after several weeks of disruption following the landslide at Harbury, between Banbury and Leamington Spa. Through trains have recommenced between Kidderminster, Stourbridge, Birmingham and London Marylebone. During the blockade, Chiltern offered the incentive to West Midlands rail users of buying tickets to London at the Banbury to Marylebone fare. This offer is to continue for a limited period – and includes season tickets. So for an annual ticket, a saving of about £2,000 is available!

However, whilst trains may be running, the work at Harbury has not yet concluded. Network Rail engineers will be on site for several weeks to come, to remove spoil and to ensure there is no risk of further landslips.

Regular passengers who commute between the West Midlands and London will be pleased that services are now back to normal. The line has also reopened in time for what will be a busy weekend for leisure travel; thousands of Walsall FC fans will be travelling to Wembley for the Johnstone's Paint Trophy whilst the annual St. Patrick's Day parade takes place in Birmingham city centre.

Through Cross Country services between the South Coast, Midlands and North are also back to normal.

17 March 2015
Call for New Link from HS2 to HS1



The announcement today by Sir David Higgins, Chairman of HS2, that the link across North London from HS2 to HS1 just outside St. Pancras Station is not to be built has prompted Campaign for Rail, a group advocating better rail services, to call for a dedicated two track route to replace it.

Media Officer, Ian Jenkins said, "What has been scrapped was a link connecting into one of London's busy suburban lines, along which High Speed trains would follow slow local services. It was never a sensible proposal. It's time to plan a better route, one of the most important rail links that the country could have, to join HS2 to HS1."

West Midlands based Campaign for Rail believes direct trains from Birmingham, Manchester and Leeds through the Channel Tunnel to Continental Europe are vital to regional prosperity. Paris will be just over three hours from Birmingham by direct train. It will be more attractive than flying.

Mr Jenkins added: "HS2 should not just be about services from the north to London, it should connect the backbone of UK PLC into Europe. Without a new link from HS2 to HS1, passengers would face the disincentive of getting from Euston to St. Pancras stations and rail would lose its competitiveness."

Meanwhile *Campaign for Rail* supports Sir David's plans to streamline the construction process by starting the first phases of the HS2 project as soon as the Parliamentary bills complete their passage. There is an urgent need to provide additional rail capacity and delays to the project could lead to more crowded trains and congestion on the current network.

1 April 2015
Trams Return To Wolverhampton



Midland Metro began running again to Wolverhampton St. George's on Tuesday 31 March after a seven month absence. The closure of the route in early September last year was supposed to be until November to replace the rails along Bilston Street. Work progress was very slow, and even slower when old mine workings were found under the track near Hospital Street.

For the first three months, trams from Birmingham only ran as far as Priestfield, whilst a new crossover was put in at The Royal. The Royal then became the turnround point.

Meanwhile, St. George's has seen substantial changes, being reduced from a two platform terminus to just one. The platform has been made longer, not so that two trams can be coupled up at busy times [every other metro stop is only long enough for one tram], but to recess a tram if one fails in service. By the bridge across the ring road, the opportunity has not been taken to put the points in for the route to Wolverhampton Railway Station and there is a report that the rest of Bilston Road, from The Royal to Priestfield is to be re-railed next year. Will more old mine workings be found? And were they not there when the metro was built sixteen years ago?

1 April 2015

CfR Backs Rail Devolution Plans (Press Release)



Rail Campaigners in the West Midlands have backed plans by local authorities to take over the management and monitoring of local train services. They believe the proposals, formed by an umbrella group of local councils under the "West Midlands Rail" moniker, will lead to improved services for commuters using the regional rail network.

West Midlands Rail has submitted a case to the Department for Transport to take over the management of local services to Birmingham from 2017, with the franchise being awarded by the Department for Transport and operated by a train operating company. These services are currently operated by London Midland. From 2024 it is hoped that full devolution of the franchise would take place with the award, management and monitoring of the contract being done by West Midlands Rail. Services from Birmingham and Northampton to London, from Birmingham to Stafford and Liverpool and along the Trent Valley corridor currently operated by London Midland would be run by a separate franchise.

Ian Jenkins from *Campaign for Rail* says the case for devolution is "strong". He commented:

"Services on Merseyside, in Scotland and in London are managed by devolved bodies, and are of better quality than those provided at present in the West Midlands. Local rail passengers want to see improvements to their services and better value for money, especially when fares have gone up. The performance of London Midland has continued to be appalling, with frequent cancellations owing to staff shortages due to their poor planning and management, and the DfT has not taken action."

"Regional rail services are better managed locally than by DfT. We would hope West Midlands Rail would ensure the better delivery of services that passengers rely on for work and leisure, and will take swifter action if the franchisee does not keep their promises than the mandarins in Whitehall."

A business case has been sent to DfT for consideration and it is understood that a decision will be made by the Secretary of State before the end of the year, with the franchising process beginning in 2015.

The West Midlands Rail website can be viewed at <http://www.westmidlandsrail.com>

2 April 2015 Fares Fair ?



The Daily Telegraph have conducted an investigation into the rail fares offered by self-service ticket machines and concluded that passengers are routinely being ripped off, paying far more than they need to.

In some cases, the full range of tickets were not shown - for example the ticket machine at Birmingham Moor Street (operated by Chiltern) offered a Off Peak Single valid via any route to London for £49.50, but failed to show the Super Off Peak single also valid on any route with slightly different validity for £31.00. (Chiltern have now corrected this). London Midland meanwhile displays the first fare to Birmingham on its machines at Euston as a standard anytime return of £164.00, but only by searching through the screens will the much cheaper London Midland only any-time return of £69.00 - a £95.00 difference.

However, the Telegraph investigation is the tip of a very large iceberg. The UK rail fare system is a labyrinthine of complexity, which seems to have got even more difficult in recent years. Rail staff and passengers are often confused by the rules.

Many stations have now lost their staffed booking offices, or have seen the opening hours reduced, so the only option for passengers purchasing a ticket on the day is a machine. If cheap fares are not programmed into the machine it results in them being disadvantaged. In some cases the machine is card only owing to security concerns. By law passengers who have only cash should be able to get on the train and be offered the full range of fares. How many though have been penalised as "fare dodgers" even though they have fully intended to pay the fare for the journey they are making?

At busier stations the queues at staffed booking offices are often horrendous even outside of the peaks, meaning passengers are "forced" to use the machines. Even if they do manage to speak to a booking clerk will the ticket they buy be the correct one, or the cheapest? Clerks should sell the cheapest ticket

for the journey being made, but how many know the quirks like "split ticketing", that a multi-modal ticket such as a "nDaytripper" may work out cheaper for the journey being made than a standard return, and that cheap advance fares can often be available on some services right up until the point of departure?

Booking on-line can be cheaper and easier. But you still have to collect the tickets from a machine. Some of the booking search engines add "fees". And some of the tickets sold are restricted - an "off-peak return" will allow flexibility but an advance ticket only allows travel on a particular train. Should you miss your train, or want to travel back earlier (for example owing to a meeting finishing ahead of schedule) there is the risk of being hit with an additional excess fare.

Passenger Focus, the rail watchdog regularly conducts research with rail passengers and usually finds travellers are dissatisfied with value for money. Their spokesman comments in the article that "ticket machines aren't particularly user friendly". Why aren't the train companies therefore taking notice of Passenger Focus? Does it say something about the effectiveness of Passenger Focus (a body funded by Government) that it has taken a national newspaper investigation to get them to make comment on this?

Meanwhile the TOC's (and the DfT) have conspired to make matters even more difficult. Those using the services of Northern, who operate the commuter networks around Leeds and Manchester will find that if they use a cheap day return it is no longer be valid in the evening peak, and bizarrely it will not be valid for passengers making a contra-flow journey between 16:30 and 18:00 (e.g. Buxton - Manchester). This is different to the rule in the Midlands, where someone using a cheap day return can do so in the evening contra-flow direction (e.g. Lichfield - Birmingham). One wonders how many Christmas shoppers wanting to travel to Manchester or Leeds to take advantage of evening opening will be stung by this and threatened with prosecution.

The system markets itself as "National Rail", so surely there should be some consistency around the country.

The fares system is shabby, bewildering and becoming increasingly unfair. This is at the behest of a desire to "reduce subsidy", even though passengers in some parts of the country are travelling in elderly trains and wondering where the extra money they've paid over the years has actually gone. The industry must remember the majority of passengers have a choice parked outside their front door, and if they continue to find their pockets picked Fagin style by TOC's and the DfT they are more likely to give the train a miss. Perhaps that is their grand plan?

Have you been stung by the fares system? Let us know.

Campaign for Rail produces a feature, "Why Pay More" in its newsletter which shows ways you can save money on rail fares. To receive our newsletter please join us.

2 April 2015
***CfR* General Election Manifesto**



As you are no doubt aware a General Election will be held on May 7th, with voters electing MP's to serve in the next parliament. In many parts of the region local elections are also being held with voters electing councillors. Transport is almost certainly going to be an issue during the election campaign. High Speed Rail, and the parties' various positions, will also be a key topic in those constituencies along the proposed route.

With this in mind, *CfR* has produced its own manifesto, outlining our policy on a number of issues which we would hope the new administration would support after May. We have sent this to *CfR* members as they may find it of interest, and helpful if they decide to write to candidates, attend any local hustings events, or have candidates knocking at the doorstep. The manifesto may also be read by clicking on the link below.

We would certainly be interested in the responses of candidates to our suggestions and in hearing about their positions on rail. If you do have any information please get in touch via the "Contact Us" page on the *CfR* website.

12 April 2015
Chiltern Railways Offer Reduced Fares Until 30 April



As part of their “Back Open For Business” campaign in the wake of the reopening of the line between Leamington Spa and Banbury after the landslip at Harbury cutting, Chiltern Railways have announced that they will be offering lower fares to London until Thursday 30 April.

The “Banbury Fare Match” offer applies to both day and season tickets, enabling their passengers to not only save money during this extended period but, by buying a season ticket they could benefit from reduced price travel for an entire year. Owners of an existing season ticket can also take advantage of the new fares by exchanging their ticket.

14 May 2015
Ticket Checks On Trains



In issue 11 (June 2015) of West Midlands Rail User , *Campaign for Rail* member Roger Davis described how he set up an Excel spreadsheet of every railway journey made from 2002 to the present day. If you don't have a copy of West Midlands Rail User, the article is reproduced under the Newsletter tab.

As a companion to this article, the full statistics produced are published on the following pages.

TICKET CHECK STATISTICS BY JOURNEY TYPE				
	Total	On Train	At Station	No Check
	Journeys	%	%	%
Central Trains - SBJ/CRA to/from Birmingham	726	43.94	0.55	55.51
London Midland Class 150 - SBJ/CRA to/from Birmingham	322	29.19	11.18	59.63
London Midland Class 172 - SBJ/CRA to/from Birmingham	231	32.9	31.17	35.93
Chiltern Railways - SBJ/CRA to/from Birmingham	147	15.65	42.18	42.18
Central Trains - SBJ/CRA to/from Worcester	55	58.18	0	41.82
London Midland - SBJ/CRA to/from Worcester	39	61.54	0	38.46
Central Trains - SBJ/CRA to/from Solihull	26	46.15	0	53.85
London Midland - SBJ/CRA to/from Solihull	42	45.24	0	54.76
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	20	60	0	40
London Midland - SBJ/CRA to/from Stratford-upon-Avon	3	66.67	0	33.33
Central Trains - Stourbridge Town Branch	171	63.16	0	36.84
London Midland Class 153 - Stourbridge Town Branch	98	61.22	0	38.78
London Midland Class 139 - Stourbridge Town Branch	352	76.7	0	23.3
Chiltern Railways - Stourbridge Junction to/from London Marylebone	12	91.67	8.33	0
Central Trains - Walsall to/from Birmingham New Street	13	15.38	38.46	46.15
London Midland - Walsall to/from Birmingham New Street	34	17.65	55.88	26.47
Central Trains - Wolverhampton to/from Birmingham New Street	15	33.33	66.67	0
London Midland - Wolverhampton to/from Birmingham New Street	150	26.67	30.67	42.67
Virgin Trains - Wolverhampton to/from Birmingham New Street	169	11.83	60.36	27.81

Arriva Trains Wales - Wolverhampton to/from Birmingham New Street	17	35.29	47.06	17.65
CrossCountry - Wolverhampton to/from Birmingham New Street	36	33.33	41.67	25
Central Trains - Sandwell and Dudley to/from Birmingham New Street	32	6.25	0	93.75
London Midland - Sandwell and Dudley to/from Birmingham New Street	6	33.33	16.67	50
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	84	0	3.57	96.43
Virgin Trains - Wolverhampton to/from Birmingham International	29	6.9	3.45	89.66
Arriva Trains Wales - Wolverhampton to/from Birmingham International	11	45.45	0	54.55
CrossCountry - Wolverhampton to/from Birmingham International	3	33.33	0	66.67
Virgin Trains - Birmingham New Street to/from Birmingham International	47	6.38	44.68	48.94
CrossCountry - Birmingham New Street to/from Birmingham International	2	0	100	0
Central Trains - Birmingham New Street to/from Birmingham International	8	0	62.5	37.5
London Midland - Birmingham New Street to/from Birmingham International	18	16.67	38.89	44.44
Virgin Trains - Wolverhampton to/from London Euston	51	60.78	25.49	13.73
Virgin Trains - Sandwell and Dudley to/from London Euston	44	79.55	0	20.45
Virgin Trains - Birmingham New Street to/from London Euston	16	56.25	31.25	12.5
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	59	93.22	5.08	1.69
CrossCountry - Birmingham New Street to/from Bristol Temple Meads	212	95.75	3.3	0.94
Virgin Trains - Birmingham New Street to North East and Edinburgh	46	91.3	0	8.7
CrossCountry - Birmingham New Street to North East and Edinburgh	31	87.1	9.68	3.23
Virgin Trains - West Midlands to North West and Glasgow	31	90.32	0	9.68
Virgin Trains - West Midlands to South Coast	62	90.32	3.23	6.45
CrossCountry - West Midlands to South Coast	10	100	0	0
Virgin Trains - West Midlands to South West	63	95.24	1.59	3.17
CrossCountry - West Midlands to South West	72	90.28	2.78	6.94

TICKET CHECK STATISTICS BY TRAIN OPERATING COMPANY				
	Total	On Train	At Station	No Check
	Journeys	%	%	%
Arriva Trains Merseyside	4	100	0	0
Arrival Trains North	14	100	0	0
Arriva Trains Wales	101	67.33	9.9	22.77
C2C	2	0	100	0
Chiltern Railways	220	25.91	31.36	42.73
Central Trains	1215	46.91	3.21	49.88
East Coast	10	70	20	10
East Midlands Trains	6	100	0	0
First Capital Connect	12	0	100	0
Great Western Link	4	50	50	0
GNER	1	0	0	100
First Great Western	197	52.28	15.23	32.49
Greater Anglia	30	86.67	13.33	0
London Midland	1512	42.86	15.34	41.8
Merseyside Rail	12	25	50	25
Midland Mainline	6	83.33	0	16.67
Northern Rail	23	60.87	21.74	17.39
First North Western	3	33.33	0	66.67
Connect South Central	11	54.55	0	45.45
South Eastern Trains	22	63.64	4.55	31.82
Silverlink Trains	8	37.5	50	12.5
Southern	139	41.01	42.45	16.55
ScotRail	24	83.33	4.17	12.5
South West Trains	56	35.71	25	39.29
Thameslink	5	20	20	60
TransPennine Express	16	81.25	6.25	12.5
Thames Trains	10	40	0	60
Virgin Trains	836	50	20.57	29.43
Wales and Borders	14	85.71	0	14.29
Wessex	31	83.87	0	16.13
West Anglia Great Northern	2	100	0	0
CrossCountry	399	85.46	8.52	6.02

% OF ON-BOARD CHECKS BY JOURNEY							
Central Trains - SBJ/CRA to/from Birmingham	47.22	49.02	46.67	47.02	42.11	32.14	

London Midland Class 150 - SBJ/CRA to/from Birmingham						37.5	26.67
London Midland Class 172 - SBJ/CRA to/from Birmingham							
Chiltern Railways - SBJ/CRA to/from Birmingham	0	11.11	11.11	33.33	33.33	0	16.67
Central Trains - SBJ/CRA to/from Worcester	33.33	44.44	58.33	100	65	60	
London Midland - SBJ/CRA to/from Worcester						100	85.71
Central Trains - SBJ/CRA to/from Solihull	0		14.29	42.86	70	100	
London Midland - SBJ/CRA to/from Solihull						33.33	75
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	71.43	75	50	0		100	
London Midland - SBJ/CRA to/from Stratford-upon-Avon							100
Central Trains - Stourbridge Town Branch	66.67	100	60	54.76	71.23	56.52	
London Midland Class 153 - Stourbridge Town Branch						81.82	46.77
London Midland Class 139 - Stourbridge Town Branch							
Chiltern Railways - Stourbridge Junction to/from London Marylebone	100		100			100	100
Central Trains - Walsall to/from Birmingham New Street	0	0	0	0	0	66.67	
London Midland - Walsall to/from Birmingham New Street							0
Central Trains - Wolverhampton to/from Birmingham New Street				40	50	16.67	
London Midland - Wolverhampton to/from Birmingham New Street						0	53.33
Virgin Trains - Wolverhampton to/from Birmingham New Street	25	25	0	0	18.75	30.77	0
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street						0	66.67
CrossCountry - Wolverhampton to/from Birmingham New Street						25	28.57
Central Trains - Sandwell and Dudley to/from Birmingham New Street	0	50	0	0	33.33	0	
London Midland - Sandwell and Dudley to/from Birmingham New Street							40
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	0	0	0	0	0	0	0
Virgin Trains - Wolverhampton to/from Birmingham International		0		0	0	50	0
Arriva Trains Wales - Wolverhampton to/from Birmingham International							
CrossCountry - Wolverhampton to/from Birmingham International							
Virgin Trains - Birmingham New Street to/from Birmingham International	16.67	0	0	0	0	14.29	0
Arriva Trains Wales - Birmingham New Street to/from Birmingham International							
CrossCountry - Birmingham New Street to/from Birmingham International							0
Central Trains - Birmingham New Street to/from Birmingham International	0	0	0	0	0		
London Midland - Birmingham New Street to/from Birmingham International						0	0
Virgin Trains - Wolverhampton to/from London Euston						100	
Virgin Trains - Sandwell and Dudley to/from London Euston		75	83.33	85.71	88.89	66.67	60
Virgin Trains - Birmingham New Street to/from London Euston							100
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	100	100	85.71	92.31	100	81.82	
CrossCountry - Birmingham New Street to/from Bristol Temple Meads						50	95.24
Virgin Trains - Birmingham New Street to North East and Edinburgh	78.57	100	100	100	66.67	100	
CrossCountry - Birmingham New Street to North East and Edinburgh							80
Virgin Trains - West Midlands to North West and Glasgow	87.5	100	66.67		100	100	66.67
Virgin Trains - West Midlands to South Coast	80	100	88.89	66.67	94.12	90.91	
CrossCountry - West Midlands to South Coast							100
Virgin Trains - West Midlands to South West	100	92.31	90.91	85.71	100	100	
CrossCountry - West Midlands to South West							85.71

% OF ON-BOARD CHECKS BY TRAIN OPERATING COMPANY							
Arriva Trains Merseyside			100				
Arrival Trains North	100	100					
Arriva Trains Wales				71.43	72.73	50	69.23
C2C				0			
Chiltern Railways	44.44	23.08	47.37	27.27	40	55.56	38.46
Central Trains	42.74	49.65	47.24	46.33	51.07	42.47	
East Coast							
East Midlands Trains							100
First Capital Connect							
Great Western Link			100	33.33			
GNER		0					
First Great Western	66.67	62.5	75	42.86	51.72	55.56	42.11
Greater Anglia						60	
London Midland						48.65	37.01
Merseyside Rail				50		0	0
Midland Mainline	100	66.67	100				
Northern Rail				80	0	100	
First North Western	0	50					
Connect South Central	0	66.67	50				

South Eastern Trains					55.56	66.67
Silverlink Trains	75		0			
Southern	0		41.67	41.67	45.45	0
ScotRail	100	50	100		100	50
South West Trains	11.11	100	42.86	100	50	42.86
Thameslink	0		0	50		
TransPennine Express			100		100	100
Thames Trains	44.44		0			
Virgin Trains	61.82	69.15	54.67	54.93	53.1	61.87
Wales and Borders	100	77.78				
Wessex	66.67	87.5	100	66.67	100	
West Anglia Great Northern			100			
CrossCountry					33.33	79.71

% OF STATION GATELINE CHECKS BY JOURNEY	2002	2003	2004	2005	2006	2007	2008
Central Trains - SBJ/CRA to/from Birmingham	0	0	0	2.38	0	0	
London Midland Class 150 - SBJ/CRA to/from Birmingham						0	1.9
London Midland Class 172 - SBJ/CRA to/from Birmingham							
Chiltern Railways - SBJ/CRA to/from Birmingham	0	0	0	0	33.33	0	16.67
Central Trains - SBJ/CRA to/from Worcester	0	0	0	0	0	0	
London Midland - SBJ/CRA to/from Worcester						0	0
Central Trains - SBJ/CRA to/from Solihull	0		0	0	0	0	
London Midland - SBJ/CRA to/from Solihull						0	0
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	0	0	0	0		0	
London Midland - SBJ/CRA to/from Stratford-upon-Avon							0
Central Trains - Stourbridge Town Branch	0	0	0	0	0	0	
London Midland Class 153 - Stourbridge Town Branch						0	0
London Midland Class 139 - Stourbridge Town Branch							
Chiltern Railways - Stourbridge Junction to/from London Marylebone	0		0			0	0
Central Trains - Walsall to/from Birmingham New Street	0	0	0	60	100	33.33	
London Midland - Walsall to/from Birmingham New Street							100
Central Trains - Wolverhampton to/from Birmingham New Street				60	50	83.33	
London Midland - Wolverhampton to/from Birmingham New Street						100	20
Virgin Trains - Wolverhampton to/from Birmingham New Street	0	0	0	66.67	81.25	69.23	88.89
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street						100	33.33
CrossCountry - Wolverhampton to/from Birmingham New Street						75	71.43
Central Trains - Sandwell and Dudley to/from Birmingham New Street	0	0	0	0	0	0	
London Midland - Sandwell and Dudley to/from Birmingham New Street							0
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	0	0	0	50	0	5.26	0
Virgin Trains - Wolverhampton to/from Birmingham International		0		0	33.33	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham International							
CrossCountry - Wolverhampton to/from Birmingham International							
Virgin Trains - Birmingham New Street to/from Birmingham International	0	0	0	0	83.33	85.71	100
Arriva Trains Wales - Birmingham New Street to/from Birmingham International							
CrossCountry - Birmingham New Street to/from Birmingham International							100
Central Trains - Birmingham New Street to/from Birmingham International	0	0	0	100	100		
London Midland - Birmingham New Street to/from Birmingham International						0	66.67
Virgin Trains - Wolverhampton to/from London Euston						0	
Virgin Trains - Sandwell and Dudley to/from London Euston		0	0	0	0	0	0
Virgin Trains - Birmingham New Street to/from London Euston							0
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	0	0	0	7.69	0	18.18	
CrossCountry - Birmingham New Street to/from Bristol Temple Meads						50	4.76
Virgin Trains - Birmingham New Street to North East and Edinburgh	0	0	0	0	0	0	
CrossCountry - Birmingham New Street to North East and Edinburgh							20
Virgin Trains - West Midlands to North West and Glasgow	0	0	0		0	0	0
Virgin Trains - West Midlands to South Coast	0	0	0	0	5.88	4.55	
CrossCountry - West Midlands to South Coast							0
Virgin Trains - West Midlands to South West	0	0	0	14.29	0	0	
CrossCountry - West Midlands to South West							0

% OF STATION GATELINE CHECKS BY TRAIN OPERATING COMPANY	2002	2003	2004	2005	2006	2007	2008
Arriva Trains Merseyside			0				
Arrival Trains North	0	0					
Arriva Trains Wales				0	0	50	7.69

C2C				100			
Chiltern Railways	0	0	0	0	6.67	0	7.69
Central Trains	0	0	0	5.41	4.64	5.48	
East Coast							
East Midlands Trains							0
First Capital Connect							
Great Western Link			0	66.67			
GNER		0					
First Great Western	0	0	0	28.57	27.59	5.56	31.58
Greater Anglia						40	
London Midland						10.81	8.66
Merseyside Rail				16.67		100	75
Midland Mainline	0	0	0				
Northern Rail				0	50	0	
First North Western	0	0					
Connect South Central	0	0	0				
South Eastern Trains						0	33.33
Silverlink Trains		0		100			
Southern	0			30.56	37.5	31.82	100
ScotRail	0	0	0		0	0	50
South West Trains	0	0	0	0	16.67	42.86	
Thameslink	0		0	50			
TransPennine Express			0			0	0
Thames Trains	0		0				
Virgin Trains	0	0	0	21.13	26.55	21.58	44.19
Wales and Borders	0	0					
Wessex	0	0	0	0	0		
West Anglia Great Northern			0				
CrossCountry						66.67	14.49
% OF TICKETS NOT CHECKED BY JOURNEY							
Central Trains - SBJ/CRA to/from Birmingham	52.78	50.98	53.33	50.6	57.89	67.86	
London Midland Class 150 - SBJ/CRA to/from Birmingham						62.5	71.43
London Midland Class 172 - SBJ/CRA to/from Birmingham							
Chiltern Railways - SBJ/CRA to/from Birmingham	100	88.89	88.89	66.67	33.33	100	66.67
Central Trains - SBJ/CRA to/from Worcester	66.67	55.56	41.67	0	35	40	
London Midland - SBJ/CRA to/from Worcester						0	14.29
Central Trains - SBJ/CRA to/from Solihull	100		85.71	57.14	30	0	
London Midland - SBJ/CRA to/from Solihull						66.67	25
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	28.57	25	50	100		0	
London Midland - SBJ/CRA to/from Stratford-upon-Avon							0
Central Trains - Stourbridge Town Branch	33.33	0	40	45.24	28.77	43.48	
London Midland Class 153 - Stourbridge Town Branch						18.18	53.23
London Midland Class 139 - Stourbridge Town Branch							
Chiltern Railways - Stourbridge Junction to/from London Marylebone	0		0			0	0
Central Trains - Walsall to/from Birmingham New Street	100	100	100	40	0	0	
London Midland - Walsall to/from Birmingham New Street							0
Central Trains - Wolverhampton to/from Birmingham New Street				0	0	0	
London Midland - Wolverhampton to/from Birmingham New Street						0	26.67
Virgin Trains - Wolverhampton to/from Birmingham New Street	75	75	100	33.33	0	0	11.11
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street						0	0
CrossCountry - Wolverhampton to/from Birmingham New Street						0	0
Central Trains - Sandwell and Dudley to/from Birmingham New Street	100	50	100	100	66.67	100	
London Midland - Sandwell and Dudley to/from Birmingham New Street							60
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	100	100	100	50	100	94.74	100
Virgin Trains - Wolverhampton to/from Birmingham International		100		100	66.67	50	100
Arriva Trains Wales - Wolverhampton to/from Birmingham International							
CrossCountry - Wolverhampton to/from Birmingham International							
Virgin Trains - Birmingham New Street to/from Birmingham International	83.33	100	100	100	16.67	0	0
Arriva Trains Wales - Birmingham New Street to/from Birmingham International							
CrossCountry - Birmingham New Street to/from Birmingham International							0
Central Trains - Birmingham New Street to/from Birmingham International	100	100	100	0	0		
London Midland - Birmingham New Street to/from Birmingham International						100	33.33
Virgin Trains - Wolverhampton to/from London Euston						0	

Virgin Trains - Sandwell and Dudley to/from London Euston		25	16.67	14.29	11.11	33.33	40
Virgin Trains - Birmingham New Street to/from London Euston							0
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	0	0	14.29	0	0	0	
CrossCountry - Birmingham New Street to/from Bristol Temple Meads						0	0
Virgin Trains - Birmingham New Street to North East and Edinburgh	21.43	0	0	0	33.33	0	
CrossCountry - Birmingham New Street to North East and Edinburgh							0
Virgin Trains - West Midlands to North West and Glasgow	12.5	0	33.33		0	0	33.33
Virgin Trains - West Midlands to South Coast	20	0	11.11	33.33	0	4.55	
CrossCountry - West Midlands to South Coast							0
Virgin Trains - West Midlands to South West	0	7.69	9.09	0	0	0	
CrossCountry - West Midlands to South West							14.29

% OF TICKETS NOT CHECKED BY TRAIN OPERATING COMPANY	2002	2003	2004	2005	2006	2007	2008
Arriva Trains Merseyside			0				
Arrival Trains North	0	0					
Arriva Trains Wales				28.57	27.27	0	23.08
C2C				0			
Chiltern Railways	55.56	76.92	52.63	72.73	53.33	44.44	53.85
Central Trains	57.26	50.35	52.76	48.26	44.29	52.05	
East Coast							
East Midlands Trains							0
First Capital Connect							
Great Western Link			0	0			
GNER		100					
First Great Western	33.33	37.5	25	28.57	20.69	38.89	26.32
Greater Anglia						0	
London Midland						40.54	54.33
Merseyside Rail				33.33		0	25
Midland Mainline	0	33.33	0				
Northern Rail				20	50	0	
First North Western	100	50					
Connect South Central	100	33.33	50				
South Eastern Trains						44.44	0
Silverlink Trains		25		0			
Southern	100			27.78	20.83	22.73	0
ScotRail	0	50	0		0	0	0
South West Trains	88.89	0	57.14	0	33.33	14.29	
Thameslink	100		100	0			
TransPennine Express			0			0	0
Thames Trains	55.56		100				
Virgin Trains	38.18	30.85	45.33	23.94	20.35	16.55	39.53
Wales and Borders	0	22.22					
Wessex	33.33	12.5	0	33.33	0		
West Anglia Great Northern			0				
CrossCountry						0	5.8

% OF ON-BOARD CHECKS BY JOURNEY	2009	2010	2011	2012	2013	2014	2015
Central Trains - SBJ/CRA to/from Birmingham							
London Midland Class 150 - SBJ/CRA to/from Birmingham	36	26.32	20.45				
London Midland Class 172 - SBJ/CRA to/from Birmingham			50	36.62	35.71	21.92	41.67
Chiltern Railways - SBJ/CRA to/from Birmingham	18.75	27.78	6.25	6.67	14.29	20	25
Central Trains - SBJ/CRA to/from Worcester							
London Midland - SBJ/CRA to/from Worcester	33.33	66.67	20	50	85.71	50	
Central Trains - SBJ/CRA to/from Solihull							
London Midland - SBJ/CRA to/from Solihull	33.33	37.5	47.06	50			33.33
Central Trains - SBJ/CRA to/from Stratford-upon-Avon							
London Midland - SBJ/CRA to/from Stratford-upon-Avon	100		0				
Central Trains - Stourbridge Town Branch							
London Midland Class 153 - Stourbridge Town Branch	88						
London Midland Class 139 - Stourbridge Town Branch	100	88.64	87.64	66.2	72.58	55.32	61.54
Chiltern Railways - Stourbridge Junction to/from London Marylebone		100		0			
Central Trains - Walsall to/from Birmingham New Street							

London Midland - Walsall to/from Birmingham New Street	33.33	0	0	0	20	33.33	0
Central Trains - Wolverhampton to/from Birmingham New Street							
London Midland - Wolverhampton to/from Birmingham New Street	50	23.08	47.62	29.63	24	3.33	9.09
Virgin Trains - Wolverhampton to/from Birmingham New Street	8.33	20	0	3.85	0	0	25
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street	50		33.33	0	33.33		
CrossCountry - Wolverhampton to/from Birmingham New Street	100	33.33	0	40	50	33.33	
Central Trains - Sandwell and Dudley to/from Birmingham New Street							
London Midland - Sandwell and Dudley to/from Birmingham New Street				0			
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street			0	0			
Virgin Trains - Wolverhampton to/from Birmingham International	20	0	0	0	0	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham International	50	0	50	100		0	0
CrossCountry - Wolverhampton to/from Birmingham International				100	0	0	
Virgin Trains - Birmingham New Street to/from Birmingham International	0	0	0	50	0	0	
Arriva Trains Wales - Birmingham New Street to/from Birmingham International							
CrossCountry - Birmingham New Street to/from Birmingham International				0			0
Central Trains - Birmingham New Street to/from Birmingham International							
London Midland - Birmingham New Street to/from Birmingham International	50	100	50	0	0	0	0
Virgin Trains - Wolverhampton to/from London Euston	55.56	87.5	62.5	63.64	36.36	50	
Virgin Trains - Sandwell and Dudley to/from London Euston							
Virgin Trains - Birmingham New Street to/from London Euston		50	100		0	50	
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads							
CrossCountry - Birmingham New Street to/from Bristol Temple Meads	100	100	90	96.67	91.18	100	100
Virgin Trains - Birmingham New Street to North East and Edinburgh							
CrossCountry - Birmingham New Street to North East and Edinburgh	100	100	100	100	83.33	83.33	
Virgin Trains - West Midlands to North West and Glasgow			100	100			
Virgin Trains - West Midlands to South Coast							
CrossCountry - West Midlands to South Coast	100		100			100	
Virgin Trains - West Midlands to South West							
CrossCountry - West Midlands to South West	81.25	77.78	100	100	100	100	

% OF ON-BOARD CHECKS BY TRAIN OPERATING COMPANY	2009	2010	2011	2012	2013	2014	2015
Arriva Trains Merseyside							
Arrival Trains North							
Arriva Trains Wales	78.57	60	50	64.29	33.33	75	0
C2C							
Chiltern Railways	17.65	31.82	8	6.25	16.67	18.18	16.67
Central Trains							
East Coast			100	66.67	50	66.67	
East Midlands Trains	100	100					
First Capital Connect	0	0	0		0		
Great Western Link							
GNER							
First Great Western	60	57.69	46.67	71.43	40	35	
Greater Anglia	100	100			100		
London Midland	46.45	45.33	49.61	45.5	47.06	30.57	31.91
Merseyside Rail							
Midland Mainline							
Northern Rail	100		0	50	100	0	
First North Western							
Connect South Central							
South Eastern Trains				0	80	100	
Silverlink Trains							
Southern	33.33	0	37.5	40	87.5	45.45	
ScotRail				100	100		
South West Trains	28.57	50	0	0		40	
Thameslink							
TransPennine Express	100		0	50			
Thames Trains							
Virgin Trains	24.14	36.67	28.12	26.42	14.29	40	20
Wales and Borders							
Wessex							
West Anglia Great Northern							

	CrossCountry	93.75	86.79	85.71	88.46	81.03	89.66	88.89
% OF STATION GATELINE CHECKS BY JOURNEY		2009	2010	2011	2012	2013	2014	2015
Central Trains - SBJ/CRA to/from Birmingham								
London Midland Class 150 - SBJ/CRA to/from Birmingham		0	29.82	38.64				
London Midland Class 172 - SBJ/CRA to/from Birmingham				30	28.17	32.14	34.25	25
Chiltern Railways - SBJ/CRA to/from Birmingham		0	38.89	87.5	93.33	61.9	50	75
Central Trains - SBJ/CRA to/from Worcester								
London Midland - SBJ/CRA to/from Worcester		0	0	0	0	0	0	
Central Trains - SBJ/CRA to/from Solihull								
London Midland - SBJ/CRA to/from Solihull		0	0	0	0			0
Central Trains - SBJ/CRA to/from Stratford-upon-Avon								
London Midland - SBJ/CRA to/from Stratford-upon-Avon		0		0				
Central Trains - Stourbridge Town Branch								
London Midland Class 153 - Stourbridge Town Branch		0						
London Midland Class 139 - Stourbridge Town Branch		0	0	0	0	0	0	0
Chiltern Railways - Stourbridge Junction to/from London Marylebone			0		100			
Central Trains - Walsall to/from Birmingham New Street								
London Midland - Walsall to/from Birmingham New Street		66.67	100	100	100	60	16.67	0
Central Trains - Wolverhampton to/from Birmingham New Street								
London Midland - Wolverhampton to/from Birmingham New Street		0	53.85	28.57	33.33	36	30	0
Virgin Trains - Wolverhampton to/from Birmingham New Street		75	66.67	80	61.54	40	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street		50		33.33	66.67	33.33		
CrossCountry - Wolverhampton to/from Birmingham New Street		0	50	66.67	40	0	0	
Central Trains - Sandwell and Dudley to/from Birmingham New Street								
London Midland - Sandwell and Dudley to/from Birmingham New Street					100			
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street				0	100			
Virgin Trains - Wolverhampton to/from Birmingham International		0	0	0	0	0	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham International		0	0	0	0		0	0
CrossCountry - Wolverhampton to/from Birmingham International					0	0	0	
Virgin Trains - Birmingham New Street to/from Birmingham International		66.67	66.67	100	0	100	0	
Arriva Trains Wales - Birmingham New Street to/from Birmingham International								
CrossCountry - Birmingham New Street to/from Birmingham International					100			0
Central Trains - Birmingham New Street to/from Birmingham International								
London Midland - Birmingham New Street to/from Birmingham International		50	0	0	33.33	0	50	0
Virgin Trains - Wolverhampton to/from London Euston		33.33	0	25	36.36	36.36	0	
Virgin Trains - Sandwell and Dudley to/from London Euston								
Virgin Trains - Birmingham New Street to/from London Euston			50	0		0	40	
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads								
CrossCountry - Birmingham New Street to/from Bristol Temple Meads		0	0	10	3.33	2.94	0	0
Virgin Trains - Birmingham New Street to North East and Edinburgh								
CrossCountry - Birmingham New Street to North East and Edinburgh		0	0	0	0	16.67	0	
Virgin Trains - West Midlands to North West and Glasgow				0	0			
Virgin Trains - West Midlands to South Coast								
CrossCountry - West Midlands to South Coast		0		0			0	
Virgin Trains - West Midlands to South West								
CrossCountry - West Midlands to South West		12.5	0	0	0	0	0	
% OF STATION GATELINE CHECKS BY TRAIN OPERATING COMPANY		2009	2010	2011	2012	2013	2014	2015
Arriva Trains Merseyside								
Arrival Trains North								
Arriva Trains Wales		14.29	0	16.67	14.29	33.33	10	0
C2C								
Chiltern Railways		0	36.36	68	93.75	58.33	45.45	66.67
Central Trains								
East Coast				0	33.33	50	0	
East Midlands Trains		0	0					
First Capital Connect		100	100	100		100		
Great Western Link								
GNER								
First Great Western		6.67	3.85	6.67	14.29	13.33	30	
Greater Anglia		0	0			0		
London Midland		2.37	22.67	22.05	17	19.41	19.69	12.77
Merseyside Rail								

Midland Mainline							
Northern Rail	0		0	50	0	50	
First North Western							
Connect South Central							
South Eastern Trains				0	0	0	
Silverlink Trains							
Southern	66.67	100	62.5	60	12.5	45.45	
ScotRail				0	0		
South West Trains	42.86	25	40	100		40	
Thameslink							
TransPennine Express	0		0	25			
Thames Trains							
Virgin Trains	48.28	46.67	46.88	39.62	35.71	26.67	0
Wales and Borders							
Wessex							
West Anglia Great Northern							
CrossCountry	4.17	5.66	12.24	9.62	6.9	0	0

% OF TICKETS NOT CHECKED BY JOURNEY							
	2009	2010	2011	2012	2013	2014	2015
Central Trains - SBJ/CRA to/from Birmingham							
London Midland Class 150 - SBJ/CRA to/from Birmingham	64	43.86	40.91				
London Midland Class 172 - SBJ/CRA to/from Birmingham			20	35.21	32.14	43.84	33.33
Chiltern Railways - SBJ/CRA to/from Birmingham	81.25	33.33	6.25	0	23.81	30	0
Central Trains - SBJ/CRA to/from Worcester							
London Midland - SBJ/CRA to/from Worcester	66.67	33.33	80	50	14.29	50	
Central Trains - SBJ/CRA to/from Solihull							
London Midland - SBJ/CRA to/from Solihull	66.67	62.5	52.94	50			66.67
Central Trains - SBJ/CRA to/from Stratford-upon-Avon							
London Midland - SBJ/CRA to/from Stratford-upon-Avon	0		100				
Central Trains - Stourbridge Town Branch							
London Midland Class 153 - Stourbridge Town Branch	12						
London Midland Class 139 - Stourbridge Town Branch	0	11.36	12.36	33.8	27.42	44.68	38.46
Chiltern Railways - Stourbridge Junction to/from London Marylebone		0		0			
Central Trains - Walsall to/from Birmingham New Street							
London Midland - Walsall to/from Birmingham New Street	0	0	0	0	20	50	100
Central Trains - Wolverhampton to/from Birmingham New Street							
London Midland - Wolverhampton to/from Birmingham New Street	50	23.08	23.81	37.04	40	66.67	90.91
Virgin Trains - Wolverhampton to/from Birmingham New Street	16.67	13.33	20	34.62	60	100	75
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street	0		33.33	33.33	33.33		
CrossCountry - Wolverhampton to/from Birmingham New Street	0	16.67	33.33	20	50	66.67	
Central Trains - Sandwell and Dudley to/from Birmingham New Street							
London Midland - Sandwell and Dudley to/from Birmingham New Street				0			
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street			100	0			
Virgin Trains - Wolverhampton to/from Birmingham International	80	100	100	100	100	100	100
Arriva Trains Wales - Wolverhampton to/from Birmingham International	50	100	50	0		100	100
CrossCountry - Wolverhampton to/from Birmingham International				0	100	100	
Virgin Trains - Birmingham New Street to/from Birmingham International	33.33	33.33	0	50	0	100	
Arriva Trains Wales - Birmingham New Street to/from Birmingham International							
CrossCountry - Birmingham New Street to/from Birmingham International				0			100
Central Trains - Birmingham New Street to/from Birmingham International							
London Midland - Birmingham New Street to/from Birmingham International	0	0	50	66.67	100	50	100
Virgin Trains - Wolverhampton to/from London Euston	11.11	12.5	12.5	0	27.27	50	
Virgin Trains - Sandwell and Dudley to/from London Euston							
Virgin Trains - Birmingham New Street to/from London Euston		0	0		100	10	
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads							
CrossCountry - Birmingham New Street to/from Bristol Temple Meads	0	0	0	0	5.88	0	0
Virgin Trains - Birmingham New Street to North East and Edinburgh							
CrossCountry - Birmingham New Street to North East and Edinburgh	0	0	0	0	0	16.67	
Virgin Trains - West Midlands to North West and Glasgow			0	0			
Virgin Trains - West Midlands to South Coast							
CrossCountry - West Midlands to South Coast	0		0			0	
Virgin Trains - West Midlands to South West							
CrossCountry - West Midlands to South West	6.25	22.22	0	0	0	0	

% OF TICKETS NOT CHECKED BY TRAIN OPERATING COMPANY	2009	2010	2011	2012	2013	2014	2015
Arriva Trains Merseyside							
Arrival Trains North							
Arriva Trains Wales	7.14	40	33.33	21.43	33.33	15	100
C2C							
Chiltern Railways	82.35	31.82	24	0	25	36.36	16.67
Central Trains							
East Coast			0	0	0	33.33	
East Midlands Trains	0	0					
First Capital Connect	0	0	0		0		
Great Western Link							
GNER							
First Great Western	33.33	38.46	46.67	14.29	46.67	35	
Greater Anglia	0	0			0		
London Midland	51.18	32	28.35	37.5	33.53	49.74	55.32
Merseyside Rail							
Midland Mainline							
Northern Rail	0		100	0	0	50	
First North Western							
Connect South Central							
South Eastern Trains				100	20	0	
Silverlink Trains							
Southern	0	0	0	0	0	9.09	
ScotRail				0	0		
South West Trains	28.57	25	60	0		20	
Thameslink							
TransPennine Express	0		100	25			
Thames Trains							
Virgin Trains	27.59	16.67	25	33.96	50	33.33	80
Wales and Borders							
Wessex							
West Anglia Great Northern							
CrossCountry	2.08	7.55	2.04	1.92	12.07	10.34	11.11

15 May 2015
Campaign for Rail Welcomes Network Rail's Area Director



Campaign for Rail's Annual General Meeting will be on **Thursday 2 July at 18.15**. The venue is Carr's Lane Church and Conference Centre, just across the road from Birmingham Moor Street station. A map showing the exact location is displayed below.

We are very pleased to welcome this year's guest speaker, Liam Sumpter, Network Rail's Area Director (West Midlands and Chiltern). His presentation is entitled, 'Rail for Growth – CP5 and after'. With so much already announced for the 2014 to 2019 period and Network Rail preparing to consult on plans up to 2043 this summer, it promises to be an enlightening session.

It will be followed by our AGM, in which we report on our campaigning and you tell us about your experiences and aspirations. We look forward to seeing you.

16 June 2015

Campaign for Rail Calls For Thru-Night Rail Service For Birmingham International



Extract from Press Release issued by Campaign for Rail on 16 June 2015)

RAIL CAMPAIGNERS have called for night rail services to be introduced between Birmingham International (for Birmingham Airport and the NEC), Birmingham New Street, Coventry and beyond. They point out that the current service is unattractive for staff arriving for early shifts and for passengers needing to arrive at the airport in time to check in for the first flights from Birmingham Airport at 06:00, resulting in many deciding to drive instead. (The first service from Wolverhampton does not arrive until 05:40, providing insufficient time for check in for an early flight.)

Executives at Stansted Airport, which competes with Birmingham in the European short-haul market, have called for the new operator of rail services there to operate a 24 hour a day rail service between Stansted and London Liverpool Street when the new East Anglia franchise comes into operation. *Campaign for Rail* has urged for a similar requirement to be put into the new West Midlands rail franchise which is planned to begin in mid 2017.

Demand for services to Birmingham International is likely to increase when the Resorts World leisure and entertainment complex opens for business later this year. Later night services would make rail an attractive option for potential customers wishing to travel to the site for an evening out. A fear that a concert will not finish until the last trains have departed is a deterrent to rail use.

Passenger numbers at Birmingham Airport increased 6.4% year between 2013 and 2014 with 9.7 million passengers using the airport in 2014.

Ian Jenkins of *Campaign for Rail* said it was important that rail services to Birmingham International were improved.

"With Stansted pushing for a 24 hour rail service it is important Birmingham is not left behind. Meanwhile the various projects coming to completion around the Airport and NEC site mean it is vital to have good rail links. The NEC and Resorts World have a unique competitive advantage, being connected to a major regional airport and the national rail network."

Campaign for Rail has discussed its proposals with Birmingham Airport, the regional transport authority Centro, Virgin Trains, London Midland and Network Rail.

Mr. Jenkins added that "whilst there will obviously some issues that need to be considered, such as resourcing and the need to conduct maintenance works on the railway, but we hope that our suggestion can be given serious consideration."

26 June 2015
Disappointment at East Midlands Rail Scheme Pause



(Extract from Press Release issued by Campaign for Rail on 26 June 2015)

RAIL CAMPAIGNERS have expressed "disappointment" over yesterday's announcement by Secretary of State for Transport that plans to electrify the Midland Main Line between London, Leicester, Nottingham, Derby and Sheffield had been "paused". Campaign for Rail added that if electrification was not to proceed an urgent alternative plan would need to be formulated by Network Rail and the Department for Transport, as the InterCity 125 trains used on the route were over 35 years old and at the end of their design life.

Ian Jenkins, vice-chair of Campaign for Rail, commented:

"Rail passengers and businesses in the East Midlands will be disappointed at this news, especially given the promises made by the Conservatives prior to the General Election and the suggestion by the Chancellor of the Exchequer that the country would be seeing the biggest investment in the railways since the days of Queen Victoria. The electrification scheme was proposed and approved because it has an excellent Benefit/Cost ratio and is needed to grow the economy of the East Midlands and South Yorkshire. That need hasn't ceased to exist simply because Network Rail can't get its act together.

"We agree that Network Rail needs to be efficient, needs to spend wisely and needs to ensure value for money, especially that paid by the taxpayer. But there needs to be a plan "B" put in place for the Midland Main Line urgently should electrification be delayed. The InterCity 125 trains used on the route are elderly. Inevitably they will become more unreliable and prone to breakdowns. New trains, whether electric or diesel will need to be introduced soon to replace them.

"Commuters, business travellers and the local economy expect a high quality rail service on the Midland Main Line. Patching up 35 year old trains introduced when ABBA were in the charts will not do."

Mr. Jenkins also commented that the constituency of the Secretary of State for Transport, Derbyshire Dales, relied on the Midland Main Line for its rail links to the capital.

1 September 2015
Campaign for Rail's Highland Sleeper Mystery Shoppers Review



One of CfR's long standing campaigns is to get a Birmingham stop in the schedule of the Highland Sleeper. We believe this overnight service is not attracting much custom from the West Midlands because the service's first call after Watford Junction is Crewe. Coming south, that means leaving the sleeper at the unattractive time of 05.36. The sleeper franchise changed hands this year and one of the challenges that the Scottish Government set in the awarding process was to show how the number of passengers could be increased. We continue to make the case to Serco, the new operator, for a Birmingham stop.

To see the initial effects of changing operators, CfR members acted as mystery shoppers, just before and just after the changeover. One chose to go to London to pick up the sleeper, despite the cost of getting there and the time penalty. The other opted for leaving the sleeper at Crewe before the sun had risen.

Their accounts are reproduced below.

FIRST SCOTRAIL Sleeper Fort William – Crewe
Wednesday 25 March 2015

As a special birthday treat, (mine!), I took Mrs J. to Fort William on the sleeper. Well, not strictly correct, as we decided for reasons of value for money, to travel up on 'normal' trains, and return on the sleeper, before First ScotRail lost the franchise for operation of Scottish sleepers.

So 23rd March found us boarding the Virgin Voyager 221142 (Bombardier Voyager) to Glasgow, which departed on time. Sadly, the refreshment booth did not open until after Wigan, so cups of tea were well received by then. After a lovely journey up the West Coast, we arrived 2 minutes early at Glasgow Central, leaving ample time for a large G&T in the superb semi-circular bar above the concourse. Lazy so-and-sos as we are, we caught a free bus to Queen Street Station, via Buchanan Street Bus Terminal

(older readers may remember the station there). Queen Street was very busy, and I was pleased to see the large numbers of travellers disgorging from the Alloa service, which is clearly popular.

Our DMU (156495 and 156499) left at 12.21, on time, and proceeded up the steep bank to Cowlares Junction. Fabulous views were soon enjoyed over Holy Loch, and the top end of Loch Lomond, and the trackbed of the former line to Faslane could be seen. We reached Ardlui where we awaited the 'Up' MU, so the opportunity was taken for a bout of leg-stretching, dog-walking and (for many) cigarette smoking. Resuming at 14.04, we soon arrived at Crianlarich, where the train was to divide with the front portion for Oban. The manoeuvre was interesting, and many passengers got off, to see the front portion moving off, then the Fort William pair, but only for a matter of a few metres further forward, thankfully.

Starting off again, we were able to relish the glorious scenery as we traversed Rannoch Moor, with herds of deer roaming the moor. As we began to descend to Lochaber, the train squealed around some reverse curves, giving impressive views of the River Spean's rocky banks. Spean Bridge held us for 4 minutes, but we arrived at Fort William at 16.09, just in time for a cab to the hotel, and then dinner and a swim.

The return journey began 27 hours or so later. We were asked to wait in the sparse concourse while our train was prepared, and we boarded at 19.30, ready for our departure at 19.50 (or 19.51 to be precise!) We were welcomed to our cabin, and were both impressed by the standards of comfort in the cabin, with 2 bunks, comfortable duvets, toiletry kits, and nibbles. Our breakfast order was taken by our charming steward, and we did the civilised thing, went and had a drink! Dinner was ordered as we sped up the Monessie Gorge, and I enjoyed a tasty curry, whilst Mrs J had a haggis-based affair, with wine and whisky afterwards, all very pleasant. Retiring to our cabins the train hurtled over Rannoch Moor, I imagined the missus and me as James Bond and Senta Berger (well, nearly) in *From Russia With Love*.

Night was really dark up here, and I was able to pull the corridor window down and breathe in the cold night air, but there was little to be seen, except that at Rannoch, the waitress left the train and caught the DMU coming in for Fort William. I was getting drowsy, so turned in, to awaken at Dumbarton at 23.40, so we were glad to have seen the Highlands in daylight on the way up. I have to say that rattling through Queen Street Low Level at 00.13 was quite exciting, then we headed east through Bathgate (00.45), arriving at Edinburgh at 01.10. The Aberdeen portion was already in and we dropped in behind it to await the remaining sleeper from Inverness. As we coupled up, the fitter said, (I think!) "Aye, ye are in fer a 16 coacher here, ma pal". I hit the sack for the last part, arriving in Preston at 04.31, then Crewe at 05.36, where we awaited our Virgin train to Wolverhampton.

A fantastic experience overall, and great value at just over £150 return for the two of us. Fort William was rather disappointing, scruffy and litter-strewn, but the ride itself was the thing. We shall do it again one day.

Ian Jenkins

SERCO Caledonian Sleeper Euston – Inverness Friday 22 May 2015

After my wife and I booked a week's holiday in the Scottish Highlands, bird and wildlife watching, the question of our travel arrangements came up. We would be picked up from Inverness station at 4pm, meaning either driving or travelling up the previous day, both options involving staying overnight in a local hotel. The answer proved to be a travelling hotel, the Caledonian Sleeper. Neither of us had used sleeper services previously either in this country or abroad so we were both looking forward to the journey. We opted to go down to London, as it does not stop in the Midlands. Departure from Euston is 21.15 with boarding allowed from 20.30. In addition to Inverness, the train also conveys portions for Aberdeen and Fort William.

We were in coach 15 out of 16 and our coach was conveniently at the bottom of the ramp on arrival at the platform although there was nobody about to say what to do and the carriages were locked.

A Steward with a clip board appeared but, after queuing to see him, we were told he was only doing the next two coaches (13 & 14) and our steward would arrive shortly.

When our steward appeared, he at first seemed rather concerned with dealing with a few problems and after checking our names and tickets advised he was responsible for the last 2 coaches. However the last coach had no working air con or heating and was therefore heating up and the other coach had working air con but the heating was not working so would be rather cold. I commented that he would be pleased when the new recently ordered coaches arrived in 2018. However he responded by saying it wasn't new coaches that were required but new management! My wife commented that the compartment was smaller than she expected but soon got used to it and slept well. Mind you I don't think she appreciated me leaning down from the top bunk to advise her we were passing Rugeley TV a mere 11 hours 20 minutes after we had left Hednesford.

Although clean the coaches seemed rather tired and in need of a good refurbishment. Arrival at Edinburgh Waverley was just before 4am and looked out to see a class 67 back on to our portion of the train. Meanwhile the steward was explaining to somebody from the platform that when the guard released the doors at a station, they were also releasing on the wrong side. He illustrated this by opening a door on the non-platform side. He stated he first noted this at Crewe. When my wife woke up she pulled down the little tray above her bed ready for breakfast but it collapsed due to a screw falling out. I managed to rummage amongst the bedding and find the missing screw and repair it. The ladies toilet ran out of loo paper during the night although I'm sure the steward would have restocked if advised.

We had ordered breakfast and these were heated in a microwave oven in the steward's compartment and served to us in our compartment together with hot drinks. Nothing special but very welcome and quite filling.

Just before arrival in Inverness the steward came through the carriage asking if we would like a complaint form to complain about the cold but as we hadn't felt cold declined his offer. I heard somebody in the next compartment ask if she would get a refund if she completed the form and when the steward said he didn't know said she would fill in the form and see what happened, which sounded as though she hadn't been cold either.

Arrival in Inverness was on time at 08.30.

I didn't see the loco hauling us from Euston but the steward advised it was a Class 90. Both myself and my wife enjoyed the experience and the early morning views from the carriage window of the mountains with the sun just coming up was well worth the few minor problems encountered on route.

Summary of services used:

Friday 22nd May 2015

11.53 Hednesford - New Street LM 170 2 car No tickets checked

13.50 New Street – Euston Virgin 390 11 car Tickets not checked till after last stop at Rugby

21.15 Euston – Inverness C Sleeper 90 16 coaches Tickets and railcards checked before boarding

Saturday 30th May 2015

07.55 Inverness – Edinburgh Virgin EC HST 8 Coaches Tickets checked

14.55 Edinburgh – New Street XC 220 4 Car Tickets and railcards checked

19.22 New Street - Hednesford LM 170 2 car Tickets not checked.

Keith Fitch

12 September 2015 Train Punctuality



In issue 11 (June 2015) of West Midlands Rail User , *Campaign for Rail* member Roger Davis described how he set up an Excel spreadsheet of every railway journey made from 2002 to the present day. If you don't have a copy of West Midlands Rail User, the article is reproduced under the Newsletter tab.

In issue 12 (October 2015), a follow up article was published looking at the punctuality of the train services he has used over the same period. As a companion to this article, the full statistics produced are published below.

ARRIVAL TIME STATISTICS BY JOURNEY TYPE				On	1-5	6-	16-	31-	>60
(Totals)	Total	Max Delay	Avg Delay	Time Total	mins Total	mins Total	mins Total	mins Total	mins Total
Central Trains - SBJ/CRA to/from Birmingham	724	95	3.09	407	215	69	20	11	4
London Midland Class 150 - SBJ/CRA to/from Birmingham	322	75	1.6	216	77	21	5	2	1
London Midland Class 172 - SBJ/CRA to/from Birmingham	253	36	0.88	186	55	9	2	1	0
Chiltern Railways - SBJ/CRA to/from Birmingham	155	12	0.66	122	24	9	0	0	0
Central Trains - SBJ/CRA to/from Worcester	55	30	2.15	28	22	2	3	0	0
London Midland - SBJ/CRA to/from Worcester	39	6	0.41	24	13	2	0	0	0
Central Trains - SBJ/CRA to/from Solihull	25	30	5.8	9	9	4	4	0	0
London Midland - SBJ/CRA to/from Solihull	42	10	0.64	26	14	2	0	0	0
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	18	82	7.5	11	5	2	0	1	1
London Midland - SBJ/CRA to/from Stratford-upon-Avon	3	0	-0.33	3	0	0	0	0	0
Central Trains - Stourbridge Town Branch	170	6	0.58	108	61	2	0	0	0
London Midland Class 153 - Stourbridge Town Branch	98	4	0.17	73	25	0	0	0	0
London Midland Class 139 - Stourbridge Town Branch	365	2	-0.03	333	32	0	0	0	0
Chiltern Railways - Stourbridge Junction to/from London Marylebone	12	5	-1.25	10	2	0	0	0	0
Central Trains - Walsall to/from Birmingham New Street	13	24	7.85	3	4	3	3	0	0
London Midland - Walsall to/from Birmingham New Street	34	26	2.44	15	13	4	2	0	0
Central Trains - Wolverhampton to/from Birmingham New Street	15	5	1.13	5	10	0	0	0	0
London Midland - Wolverhampton to/from Birmingham New Street	160	11	1.53	59	90	11	0	0	0
Virgin Trains - Wolverhampton to/from Birmingham New Street	171	61	0.89	114	35	19	2	0	1
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street	18	13	3.5	6	7	5	0	0	0
CrossCountry - Wolverhampton to/from Birmingham New Street	38	36	1.18	25	10	2	0	1	0
Central Trains - Sandwell and Dudley to/from Birmingham New Street	31	54	6	12	7	11	1	1	0
London Midland - Sandwell and Dudley to/from Birmingham New Street	6	41	8.17	2	3	0	0	1	0
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	84	26	0.54	63	16	3	2	0	0
Virgin Trains - Wolverhampton to/from Birmingham International	29	14	1.55	19	5	5	0	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham International	11	13	1.91	6	4	1	0	0	0
CrossCountry - Wolverhampton to/from Birmingham International	3	0	-0.67	3	0	0	0	0	0

Virgin Trains - Birmingham New Street to/from Birmingham International	48	50	2.75	27	15	4	1	1	0
Arriva Trains Wales - Birmingham New Street to/from Birmingham International	1	21	21	0	0	0	1	0	0
CrossCountry - Birmingham New Street to/from Birmingham International	3	3	0.33	1	2	0	0	0	0
Central Trains - Birmingham New Street to/from Birmingham International	8	6	1.25	3	4	1	0	0	0
London Midland - Birmingham New Street to/from Birmingham International	19	13	1.53	12	4	3	0	0	0
Virgin Trains - Wolverhampton to/from London Euston	52	76	2.25	31	14	4	2	0	1
Virgin Trains - Sandwell and Dudley to/from London Euston	44	93	4.14	25	11	4	2	0	2
Virgin Trains - Birmingham New Street to/from London Euston	21	27	3.76	10	6	3	2	0	0
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	59	55	2.69	38	7	6	6	2	0
CrossCountry - Birmingham New Street to/from Bristol Temple Meads	222	104	3.36	127	59	18	11	6	1
Virgin Trains - Birmingham New Street to North East and Edinburgh	46	61	8.7	28	2	4	5	6	1
CrossCountry - Birmingham New Street to North East and Edinburgh	31	27	3.55	16	8	4	3	0	0
Virgin Trains - West Midlands to North West and Glasgow	31	52	11.48	7	10	6	3	5	0
Virgin Trains - West Midlands to South Coast	61	63	4.75	23	17	17	3	1	1
CrossCountry - West Midlands to South Coast	10	26	3.3	4	4	1	1	0	0
Virgin Trains - West Midlands to South West	63	50	5.32	37	9	7	4	6	0
CrossCountry - West Midlands to South West	74	68	6.15	34	21	9	5	4	1

ARRIVAL TIME STATISTICS BY JOURNEY TYPE			Max	Avg	On	1-5	6-15	16-30	31-60	>60
(Percentages)		Total	Delay	Delay	Time	mins	mins	mins	mins	mins
					%	%	%	%	%	%
Central Trains - SBJ/CRA to/from Birmingham	724	95	3.09	56.22	29.7	9.53	2.76	1.52	0.55	
London Midland Class 150 - SBJ/CRA to/from Birmingham	322	75	1.6	67.08	23.91	6.52	1.55	0.62	0.31	
London Midland Class 172 - SBJ/CRA to/from Birmingham	253	36	0.88	73.52	21.74	3.56	0.79	0.4	0	
Chiltern Railways - SBJ/CRA to/from Birmingham	155	12	0.66	78.71	15.48	5.81	0	0	0	
Central Trains - SBJ/CRA to/from Worcester	55	30	2.15	50.91	40	3.64	5.45	0	0	
London Midland - SBJ/CRA to/from Worcester	39	6	0.41	61.54	33.33	5.13	0	0	0	
Central Trains - SBJ/CRA to/from Solihull	25	30	5.8	36	36	16	16	0	0	
London Midland - SBJ/CRA to/from Solihull	42	10	0.64	61.9	33.33	4.76	0	0	0	
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	18	82	7.5	61.11	27.78	11.11	0	5.56	5.56	
London Midland - SBJ/CRA to/from Stratford-upon-Avon	3	0	-0.33	100	0	0	0	0	0	
Central Trains - Stourbridge Town Branch	170	6	0.58	63.53	35.88	1.18	0	0	0	
London Midland Class 153 - Stourbridge Town Branch	98	4	0.17	74.49	25.51	0	0	0	0	
London Midland Class 139 - Stourbridge Town Branch	365	2	-0.03	91.23	8.77	0	0	0	0	
Chiltern Railways - Stourbridge Junction to/from London Marylebone	12	5	-1.25	83.33	16.67	0	0	0	0	
Central Trains - Walsall to/from Birmingham New Street	13	24	7.85	23.08	30.77	23.08	23.08	0	0	
London Midland - Walsall to/from Birmingham New Street	34	26	2.44	44.12	38.24	11.76	5.88	0	0	
Central Trains - Wolverhampton to/from Birmingham New Street	15	5	1.13	33.33	66.67	0	0	0	0	
London Midland - Wolverhampton to/from Birmingham New Street	160	11	1.53	36.88	56.25	6.88	0	0	0	
Virgin Trains - Wolverhampton to/from Birmingham New Street	171	61	0.89	66.67	20.47	11.11	1.17	0	0.58	
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street	18	13	3.5	33.33	38.89	27.78	0	0	0	
CrossCountry - Wolverhampton to/from Birmingham New Street	38	36	1.18	65.79	26.32	5.26	0	2.63	0	
Central Trains - Sandwell and Dudley to/from Birmingham New Street	31	54	6	38.71	22.58	35.48	3.23	3.23	0	
London Midland - Sandwell and Dudley to/from Birmingham New Street	6	41	8.17	33.33	50	0	0	16.67	0	
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	84	26	0.54	75	19.05	3.57	2.38	0	0	
Virgin Trains - Wolverhampton to/from Birmingham International	29	14	1.55	65.52	17.24	17.24	0	0	0	
Arriva Trains Wales - Wolverhampton to/from Birmingham International	11	13	1.91	54.55	36.36	9.09	0	0	0	
CrossCountry - Wolverhampton to/from Birmingham International	3	0	-0.67	100	0	0	0	0	0	
Virgin Trains - Birmingham New Street to/from Birmingham International	48	50	2.75	56.25	31.25	8.33	2.08	2.08	0	
Arriva Trains Wales - Birmingham New Street to/from Birmingham International	1	21	21	0	0	0	100	0	0	
CrossCountry - Birmingham New Street to/from Birmingham International	3	3	0.33	33.33	66.67	0	0	0	0	
Central Trains - Birmingham New Street to/from Birmingham International	8	6	1.25	37.5	50	12.5	0	0	0	
London Midland - Birmingham New Street to/from Birmingham International	19	13	1.53	63.16	21.05	15.79	0	0	0	
Virgin Trains - Wolverhampton to/from London Euston	52	76	2.25	59.62	26.92	7.69	3.85	0	1.92	
Virgin Trains - Sandwell and Dudley to/from London Euston	44	93	4.14	56.82	25	9.09	4.55	0	4.55	
Virgin Trains - Birmingham New Street to/from London Euston	21	27	3.76	47.62	28.57	14.29	9.52	0	0	
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	59	55	2.69	64.41	11.86	10.17	10.17	3.39	0	
CrossCountry - Birmingham New Street to/from Bristol Temple Meads	222	104	3.36	57.21	26.58	8.11	4.95	2.7	0.45	
Virgin Trains - Birmingham New Street to North East and Edinburgh	46	61	8.7	60.87	4.35	8.7	10.87	13.04	2.17	
CrossCountry - Birmingham New Street to North East and Edinburgh	31	27	3.55	51.61	25.81	12.9	9.68	0	0	
Virgin Trains - West Midlands to North West and Glasgow	31	52	11.48	22.58	32.26	19.35	9.68	16.13	0	
Virgin Trains - West Midlands to South Coast	61	63	4.75	37.7	27.87	27.87	4.92	1.64	1.64	
CrossCountry - West Midlands to South Coast	10	26	3.3	40	40	10	10	0	0	
Virgin Trains - West Midlands to South West	63	50	5.32	58.73	14.29	11.11	6.35	9.52	0	
CrossCountry - West Midlands to South West	74	68	6.15	45.95	28.38	12.16	6.76	5.41	1.35	

ARRIVAL TIME STATISTICS BY TRAIN OPERATING COMPANY					On	1-5	6-15	16-30	31-60	61-120	>120
			Max	Avge	Time	mins	mins	mins	mins	mins	mins
(Totals)		Total	Delay	Delay	Total	Total	Total	Total	Total	Total	Total
Arriva Trains Merseyside	4	2	0	2	2	0	0	0	0	0	0
Arrival Trains North	14	4	1.07	5	9	0	0	0	0	0	0
Arriva Trains Wales	103	125	4.36	54	30	12	4	1	1	1	1
C2C	2	2	1	1	1	0	0	0	0	0	0
Chiltern Railways	231	12	0.59	173	45	13	0	0	0	0	0
Central Trains	1207	95	2.9	645	405	108	36	16	5	0	0
East Coast	10	3	-0.1	7	3	0	0	0	0	0	0
East Midlands Trains	6	3	1.83	1	5	0	0	0	0	0	0
First Capital Connect	12	10	1.25	6	5	1	0	0	0	0	0
Great Western Link	4	56	22	1	0	1	1	1	0	0	0
GNER	1	5	5	0	1	0	0	0	0	0	0
First Great Western	199	140	4.35	97	61	25	10	5	1	1	1
Greater Anglia	30	6	-0.17	21	8	1	0	0	0	0	0
London Midland	1563	140	1.07	1081	396	68	9	6	2	1	1
Merseyside Rail	21	28	3.1	14	3	2	2	0	0	0	0
Midland Mainline	6	44	18.67	2	0	0	3	1	0	0	0
Northern Rail	23	13	1.65	11	8	4	0	0	0	0	0
First North Western	3	15	5.33	1	1	1	0	0	0	0	0
Connect South Central	11	14	2.73	4	5	2	0	0	0	0	0
South Eastern Trains	22	48	3.77	17	2	1	0	2	0	0	0
Silverlink Trains	8	33	3.75	2	4	0	1	1	0	0	0
Southern	147	44	1.86	93	38	10	5	1	0	0	0
ScotRail	24	28	1.71	15	7	1	1	0	0	0	0
South West Trains	56	13	1.71	25	25	6	0	0	0	0	0
Thameslink	5	9	2.6	2	2	1	0	0	0	0	0
TransPennine Express	16	13	1.56	6	8	2	0	0	0	0	0
Thames Trains	9	37	5.78	5	3	1	0	1	0	0	0
Virgin Trains	843	93	3.52	478	188	107	41	25	6	0	0
Wales and Borders	14	11	2.64	7	3	4	0	0	0	0	0
Wessex	31	12	1.55	13	15	3	0	0	0	0	0
West Anglia Great Northern	2	2	2	0	2	0	0	0	0	0	0
CrossCountry	414	104	3.51	224	118	38	21	11	2	0	0
Other Operators	56	239	9.3	36	11	3	2	1	1	2	2
TOTAL		5097	239	2.49	3049	1414	415	136	72	18	5

ARRIVAL TIME STATISTICS BY TRAIN OPERATING COMPANY					On	1-5	6-15	16-30	31-60	61-120	>120
(Percentages)				Total	Time	mins	mins	mins	mins	mins	mins
				Total	%	%	%	%	%	%	%
Arriva Trains Merseyside	4	2	0	50	50	0	0	0	0	0	0
Arrival Trains North	14	4	1.07	35.71	64.29	0	0	0	0	0	0
Arriva Trains Wales	103	125	4.36	52.43	29.13	11.65	3.88	0.97	0.97	0.97	0.97
C2C	2	2	1	50	50	0	0	0	0	0	0
Chiltern Railways	231	12	0.59	74.89	19.48	5.63	0	0	0	0	0
Central Trains	1207	95	2.9	53.44	33.55	8.95	2.98	1.33	0.41	0	0
East Coast	10	3	-0.1	70	30	0	0	0	0	0	0
East Midlands Trains	6	3	1.83	16.67	83.33	0	0	0	0	0	0
First Capital Connect	12	10	1.25	50	41.67	8.33	0	0	0	0	0
Great Western Link	4	56	22	25	0	25	25	25	0	0	0
GNER	1	5	5	0	100	0	0	0	0	0	0
First Great Western	199	140	4.35	48.74	30.65	12.56	5.03	2.51	0.5	0.5	0.5
Greater Anglia	30	6	-0.17	70	26.67	3.33	0	0	0	0	0
London Midland	1563	140	1.07	69.16	25.34	4.35	0.58	0.38	0.13	0.06	0.06
Merseyside Rail	21	28	3.1	66.67	14.29	9.52	9.52	0	0	0	0
Midland Mainline	6	44	18.67	33.33	0	0	50	16.67	0	0	0
Northern Rail	23	13	1.65	47.83	34.78	17.39	0	0	0	0	0
First North Western	3	15	5.33	33.33	33.33	33.33	0	0	0	0	0

Connect South Central	11	14	2.73	36.36	45.45	18.18	0	0	0	0
South Eastern Trains	22	48	3.77	77.27	9.09	4.55	0	9.09	0	0
Silverlink Trains	8	33	3.75	25	50	0	12.5	12.5	0	0
Southern	147	44	1.86	63.27	25.85	6.8	3.4	0.68	0	0
ScotRail	24	28	1.71	62.5	29.17	4.17	4.17	0	0	0
South West Trains	56	13	1.71	44.64	44.64	10.71	0	0	0	0
Thameslink	5	9	2.6	40	40	20	0	0	0	0
TransPennine Express	16	13	1.56	37.5	50	12.5	0	0	0	0
Thames Trains	9	37	5.78	55.56	33.33	11.11	0	11.11	0	0
Virgin Trains	843	93	3.52	56.7	22.3	12.69	4.86	2.97	0.71	0
Wales and Borders	14	11	2.64	50	21.43	28.57	0	0	0	0
Wessex	31	12	1.55	41.94	48.39	9.68	0	0	0	0
West Anglia Great Northern	2	2	2	0	100	0	0	0	0	0
CrossCountry	414	104	3.51	54.11	28.5	9.18	5.07	2.66	0.48	0
Other Operators	56	239	9.3	64.29	19.64	5.36	3.57	1.79	1.79	3.57
TOTAL	5097	239	2.49	59.82	27.74	8.14	2.67	1.41	0.35	0.1

DEPARTURE TIME STATISTICS BY JOURNEY TYPE		Max Delay	Avg Delay	On Time Total	1-5 mins Total	6-15 mins Total	16-30 mins Total	31-60 mins Total	>60 mins Total
(Totals)	Total								
Central Trains - SBJ/CRA to/from Birmingham	725	93	2.83	410	231	53	20	9	3
London Midland Class 150 - SBJ/CRA to/from Birmingham	322	71	1.66	211	83	21	6	0	1
London Midland Class 172 - SBJ/CRA to/from Birmingham	253	16	0.95	168	75	9	1	0	0
Chiltern Railways - SBJ/CRA to/from Birmingham	155	15	0.99	115	29	11	0	0	0
Central Trains - SBJ/CRA to/from Worcester	55	35	1.84	41	11	1	0	2	0
London Midland - SBJ/CRA to/from Worcester	39	8	0.72	27	11	1	0	0	0
Central Trains - SBJ/CRA to/from Solihull	25	20	4.32	15	4	3	4	0	0
London Midland - SBJ/CRA to/from Solihull	42	10	0.45	38	3	1	0	0	0
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	18	31	4.89	7	9	2	1	1	0
London Midland - SBJ/CRA to/from Stratford-upon-Avon	3	1	0	2	1	0	0	0	0
Central Trains - Stourbridge Town Branch	170	6	0.72	107	62	2	0	0	0
London Midland Class 153 - Stourbridge Town Branch	98	4	0.29	73	25	0	0	0	0
London Midland Class 139 - Stourbridge Town Branch	364	601	1.64	341	23	0	0	0	0
Chiltern Railways - Stourbridge Junction to/from London Marylebone	12	3	0.33	10	2	0	0	0	0
Central Trains - Walsall to/from Birmingham New Street	13	27	7.85	3	4	4	2	0	0
London Midland - Walsall to/from Birmingham New Street	34	23	2.76	15	14	3	2	0	0
Central Trains - Wolverhampton to/from Birmingham New Street	15	10	2.07	7	7	1	0	0	0
London Midland - Wolverhampton to/from Birmingham New Street	160	12	0.91	104	49	7	0	0	0
Virgin Trains - Wolverhampton to/from Birmingham New Street	171	27	1.82	108	46	14	3	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street	18	10	2.33	7	8	3	0	0	0
CrossCountry - Wolverhampton to/from Birmingham New Street	38	27	1.05	32	4	1	1	0	0
Central Trains - Sandwell and Dudley to/from Birmingham New Street	32	51	6.41	12	7	10	2	1	0
London Midland - Sandwell and Dudley to/from Birmingham New Street	6	4	0.83	4	2	0	0	0	0
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	84	29	1.36	56	23	3	2	0	0
Virgin Trains - Wolverhampton to/from Birmingham International	29	18	2.28	17	8	3	1	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham International	11	3	0.73	7	4	0	0	0	0
CrossCountry - Wolverhampton to/from Birmingham International	3	0	0	3	0	0	0	0	0
Virgin Trains - Birmingham New Street to/from Birmingham International	48	36	2.85	21	19	7	0	1	0
Arriva Trains Wales - Birmingham New Street to/from Birmingham International	1	3	3	0	1	0	0	0	0
CrossCountry - Birmingham New Street to/from Birmingham International	3	2	0.67	2	1	0	0	0	0
Central Trains - Birmingham New Street to/from Birmingham International	8	12	3	3	4	1	0	0	0
London Midland - Birmingham New Street to/from Birmingham International	19	11	1.79	10	7	2	0	0	0
Virgin Trains - Wolverhampton to/from London Euston	52	18	0.88	36	15	0	1	0	0
Virgin Trains - Sandwell and Dudley to/from London Euston	44	61	2.57	29	12	1	0	1	1
Virgin Trains - Birmingham New Street to/from London Euston	21	11	0.81	15	5	1	0	0	0
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	59	49	4.46	39	11	3	3	3	0
CrossCountry - Birmingham New Street to/from Bristol Temple Meads	222	96	2.87	150	45	15	10	1	1
Virgin Trains - Birmingham New Street to North East and Edinburgh	46	42	4.13	32	7	2	3	2	0
CrossCountry - Birmingham New Street to North East and Edinburgh	31	22	1.74	19	9	2	1	0	0
Virgin Trains - West Midlands to North West and Glasgow	31	41	6.32	14	9	3	3	2	0
Virgin Trains - West Midlands to South Coast	60	28	1.65	39	18	3	2	0	0
CrossCountry - West Midlands to South Coast	10	31	4	5	4	0	0	1	0
Virgin Trains - West Midlands to South West	63	44	3.52	40	11	9	1	2	0
CrossCountry - West Midlands to South West	74	74	4.86	45	13	10	4	0	2

DEPARTURE TIME STATISTICS BY JOURNEY TYPE				On	1-5	6-15	16-30	31-60	>60
(Percentages)	Total	Max Delay	Avg Delay	Time %	mins %	mins %	mins %	mins %	mins %
Central Trains - SBJ/CRA to/from Birmingham	725	93	2.83	56.55	31.86	7.31	2.76	1.24	0.41
London Midland Class 150 - SBJ/CRA to/from Birmingham	322	71	1.66	65.53	25.78	6.52	1.86	0	0.31
London Midland Class 172 - SBJ/CRA to/from Birmingham	253	16	0.95	66.4	29.64	3.56	0.4	0	0
Chiltern Railways - SBJ/CRA to/from Birmingham	155	15	0.99	74.19	18.71	7.1	0	0	0
Central Trains - SBJ/CRA to/from Worcester	55	35	1.84	74.55	20	1.82	0	3.64	0
London Midland - SBJ/CRA to/from Worcester	39	8	0.72	69.23	28.21	2.56	0	0	0
Central Trains - SBJ/CRA to/from Solihull	25	20	4.32	60	16	12	16	0	0
London Midland - SBJ/CRA to/from Solihull	42	10	0.45	90.48	7.14	2.38	0	0	0
Central Trains - SBJ/CRA to/from Stratford-upon-Avon	18	31	4.89	38.89	50	11.11	5.56	5.56	0
London Midland - SBJ/CRA to/from Stratford-upon-Avon	3	1	0	66.67	33.33	0	0	0	0
Central Trains - Stourbridge Town Branch	170	6	0.72	62.94	36.47	1.18	0	0	0
London Midland Class 153 - Stourbridge Town Branch	98	4	0.29	74.49	25.51	0	0	0	0
London Midland Class 139 - Stourbridge Town Branch	364	601	1.64	93.68	6.32	0	0	0	0
Chiltern Railways - Stourbridge Junction to/from London Marylebone	12	3	0.33	83.33	16.67	0	0	0	0
Central Trains - Walsall to/from Birmingham New Street	13	27	7.85	23.08	30.77	30.77	15.38	0	0
London Midland - Walsall to/from Birmingham New Street	34	23	2.76	44.12	41.18	8.82	5.88	0	0
Central Trains - Wolverhampton to/from Birmingham New Street	15	10	2.07	46.67	46.67	6.67	0	0	0
London Midland - Wolverhampton to/from Birmingham New Street	160	12	0.91	65	30.62	4.38	0	0	0
Virgin Trains - Wolverhampton to/from Birmingham New Street	171	27	1.82	63.16	26.9	8.19	1.75	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham New Street	18	10	2.33	38.89	44.44	16.67	0	0	0
CrossCountry - Wolverhampton to/from Birmingham New Street	38	27	1.05	84.21	10.53	2.63	2.63	0	0
Central Trains - Sandwell and Dudley to/from Birmingham New Street	32	51	6.41	37.5	21.88	31.25	6.25	3.12	0
London Midland - Sandwell and Dudley to/from Birmingham New Street	6	4	0.83	66.67	33.33	0	0	0	0
Virgin Trains - Sandwell and Dudley to/from Birmingham New Street	84	29	1.36	66.67	27.38	3.57	2.38	0	0
Virgin Trains - Wolverhampton to/from Birmingham International	29	18	2.28	58.62	27.59	10.34	3.45	0	0
Arriva Trains Wales - Wolverhampton to/from Birmingham International	11	3	0.73	63.64	36.36	0	0	0	0
CrossCountry - Wolverhampton to/from Birmingham International	3	0	0	100	0	0	0	0	0
Virgin Trains - Birmingham New Street to/from Birmingham International	48	36	2.85	43.75	39.58	14.58	0	2.08	0
Arriva Trains Wales - Birmingham New Street to/from Birmingham International	1	3	3	0	100	0	0	0	0
CrossCountry - Birmingham New Street to/from Birmingham International	3	2	0.67	66.67	33.33	0	0	0	0
Central Trains - Birmingham New Street to/from Birmingham International	8	12	3	37.5	50	12.5	0	0	0
London Midland - Birmingham New Street to/from Birmingham International	19	11	1.79	52.63	36.84	10.53	0	0	0
Virgin Trains - Wolverhampton to/from London Euston	52	18	0.88	69.23	28.85	0	1.92	0	0
Virgin Trains - Sandwell and Dudley to/from London Euston	44	61	2.57	65.91	27.27	2.27	0	2.27	2.27
Virgin Trains - Birmingham New Street to/from London Euston	21	11	0.81	71.43	23.81	4.76	0	0	0
Virgin Trains - Birmingham New Street to/from Bristol Temple Meads	59	49	4.46	66.1	18.64	5.08	5.08	5.08	0
CrossCountry - Birmingham New Street to/from Bristol Temple Meads	222	96	2.87	67.57	20.27	6.76	4.5	0.45	0.45
Virgin Trains - Birmingham New Street to North East and Edinburgh	46	42	4.13	69.57	15.22	4.35	6.52	4.35	0
CrossCountry - Birmingham New Street to North East and Edinburgh	31	22	1.74	61.29	29.03	6.45	3.23	0	0
Virgin Trains - West Midlands to North West and Glasgow	31	41	6.32	45.16	29.03	9.68	9.68	6.45	0
Virgin Trains - West Midlands to South Coast	60	28	1.65	65	30	5	3.33	0	0
CrossCountry - West Midlands to South Coast	10	31	4	50	40	0	0	10	0
Virgin Trains - West Midlands to South West	63	44	3.52	63.49	17.46	14.29	1.59	3.17	0
CrossCountry - West Midlands to South West	74	74	4.86	60.81	17.57	13.51	5.41	0	2.7

DEPARTURE TIME STATISTICS BY TRAIN OPERATING COMPANY				On	1-5	6-15	16-30	31-60	61-120	>120
(Totals)	Total	Max Delay	Avg Delay	Time Total	mins Total	mins Total	mins Total	mins Total	mins Total	mins Total
Arriva Trains Merseyside	4	0	0	4	0	0	0	0	0	0
Arrival Trains North	14	8	1.57	6	7	1	0	0	0	0
Arriva Trains Wales	103	124	3.94	55	33	12	0	2	0	1
C2C	2	0	0	2	0	0	0	0	0	0
Chiltern Railways	231	15	0.94	169	48	14	0	0	0	0
Central Trains	1209	93	2.68	679	395	89	35	14	3	0
East Coast	10	4	1.6	4	6	0	0	0	0	0
East Midlands Trains	6	6	1.5	4	1	1	0	0	0	0
First Capital Connect	12	6	0.83	8	3	1	0	0	0	0
Great Western Link	4	11	3	2	1	1	0	0	0	0
GNER	1	8	8	0	0	1	0	0	0	0
First Great Western	200	145	3.88	108	56	23	9	2	1	1
Greater Anglia	30	7	0.5	24	5	1	0	0	0	0

London Midland	1562	601	1.37	1148	346	55	10	0	2	2
Merseyside Rail	21	20	3	11	6	2	2	0	0	0
Midland Mainline	6	51	15	2	1	1	1	1	0	0
Northern Rail	23	13	1.43	11	9	3	0	0	0	0
First North Western	3	13	4.33	2	0	1	0	0	0	0
Connect South Central	11	5	0.73	8	3	0	0	0	0	0
South Eastern Trains	22	43	3.73	17	2	1	1	1	0	0
Silverlink Trains	8	25	2.75	3	2	2	1	0	0	0
Southern	147	25	1.39	114	22	6	5	0	0	0
ScotRail	24	25	2.04	16	6	1	1	0	0	0
South West Trains	56	10	0.95	41	12	3	0	0	0	0
Thameslink	5	3	0.8	3	2	0	0	0	0	0
TransPennine Express	16	7	0.94	10	5	1	0	0	0	0
Thames Trains	9	21	4	6	1	2	1	0	0	0
Virgin Trains	842	61	2.69	515	220	71	26	12	1	0
Wales and Borders	14	18	2.57	7	5	1	1	0	0	0
Wessex	31	10	1.19	20	9	2	0	0	0	0
West Anglia Great Northern	2	3	1.5	1	1	0	0	0	0	0
CrossCountry	414	96	2.91	274	88	29	18	2	3	0
Other Operators	56	74	4.62	37	11	3	1	3	1	0
TOTAL	5098	601	2.23	3311	1306	328	112	37	11	4

DEPARTURE TIME STATISTICS BY TRAIN OPERATING COMPANY				On	1-5	6-15	16-30	31-	61-	>120
(Percentages)		Total	Max Delay	Avg Delay	Time %	mins %	mins %	mins %	mins %	mins %
Arriva Trains Merseyside	4	0	0	100	0	0	0	0	0	0
Arrival Trains North	14	8	1.57	42.86	50	7.14	0	0	0	0
Arriva Trains Wales	103	124	3.94	53.4	32.04	11.65	0	1.94	0	0.97
C2C	2	0	0	100	0	0	0	0	0	0
Chiltern Railways	231	15	0.94	73.16	20.78	6.06	0	0	0	0
Central Trains	1209	93	2.68	56.16	32.67	7.36	2.89	1.16	0.25	0
East Coast	10	4	1.6	40	60	0	0	0	0	0
East Midlands Trains	6	6	1.5	66.67	16.67	16.67	0	0	0	0
First Capital Connect	12	6	0.83	66.67	25	8.33	0	0	0	0
Great Western Link	4	11	3	50	25	25	0	0	0	0
GNER	1	8	8	0	0	100	0	0	0	0
First Great Western	200	145	3.88	54	28	11.5	4.5	1	0.5	0.5
Greater Anglia	30	7	0.5	80	16.67	3.33	0	0	0	0
London Midland	1562	601	1.37	73.5	22.15	3.52	0.64	0	0.13	0.13
Merseyside Rail	21	20	3	52.38	28.57	9.52	9.52	0	0	0
Midland Mainline	6	51	15	33.33	16.67	16.67	16.67	16.67	0	0
Northern Rail	23	13	1.43	47.83	39.13	13.04	0	0	0	0
First North Western	3	13	4.33	66.67	0	33.33	0	0	0	0
Connect South Central	11	5	0.73	72.73	27.27	0	0	0	0	0
South Eastern Trains	22	43	3.73	77.27	9.09	4.55	4.55	4.55	0	0
Silverlink Trains	8	25	2.75	37.5	25	25	12.5	0	0	0
Southern	147	25	1.39	77.55	14.97	4.08	3.4	0	0	0
ScotRail	24	25	2.04	66.67	25	4.17	4.17	0	0	0
South West Trains	56	10	0.95	73.21	21.43	5.36	0	0	0	0
Thameslink	5	3	0.8	60	40	0	0	0	0	0
TransPennine Express	16	7	0.94	62.5	31.25	6.25	0	0	0	0
Thames Trains	9	21	4	66.67	11.11	22.22	11.11	0	0	0
Virgin Trains	842	61	2.69	61.16	26.13	8.43	3.09	1.43	0.12	0
Wales and Borders	14	18	2.57	50	35.71	7.14	7.14	0	0	0
Wessex	31	10	1.19	64.52	29.03	6.45	0	0	0	0
West Anglia Great Northern	2	3	1.5	50	50	0	0	0	0	0
CrossCountry	414	96	2.91	66.18	21.26	7	4.35	0.48	0.72	0
Other Operators	56	74	4.62	66.07	19.64	5.36	1.79	5.36	1.79	0
TOTAL	5098	601	2.23	64.95	25.62	6.43	2.2	0.73	0.22	0.08

19 November 2015
The Queen In Birmingham



The Queen and the Duke of Edinburgh arrived, appropriately, in the Royal Train into Platform 2 at Birmingham New Street station on Thursday 19 November to perform the official opening ceremony. The seven coach train was, also appropriately, hauled by 67006 named 'Royal Sovereign'.

The central part of the vast new concourse had been boarded round for security reasons and police had been drafted in from a wide area, including some from Wales.

The Queen was presented to a great many people; Patrick McLoughlin chatted to the Bishop of Birmingham. Then after the choir had sung and the speeches delivered, she unveiled a plaque.

Then it was off to Bull Street to inspect a Midland Metro tram in cold rain. Reports of the royal party taking a short tram ride were wide of the mark. The overhead wires were not energised and a portable generator provided power to the tram.

The destination screen on each end of Tram 35 scrolled a message of welcome, which briefly gave a destination not seen before, nor likely to be repeated by Midland Metro, "Edinburgh"!

Finally as the Queen departed, the band played "Ticket to Ride".