Sent on behalf of the Hearing Chair

The Panel would be grateful for the documents referred to below in advance of the hearing. The questions include those that will be raised at the hearing; parties may deal with those in outline as much as possible in writing in their submissions; however it is acknowledged that the parties will say more at the hearing.

Documents

The Panel will wish to examine the dialogue between the parties during the process of TPR preparation. Therefore can we please have all relevant documents exchanged and relied upon in that dialogue. This should include:

- WMT responses to TPR Versions 0, 1 and 2 and any subsequent correspondence to such responses

- The rationale from NR underlying the reasons for making these specific proposals

- Minutes of all meetings where this was discussed (there is mention of a Coventry sub-forum, are there minutes of that?)

Can there be a document produced showing the differences and ranges of observed dwell times in both the Peak and Off Peak parts of the day in a simple straightforward format? On App 4 of WMT material, can we see the times of day for pages 1,2 ,5 and 6? (We currently have useful times of day for pages 3 and 4)

Is there a (summary) document that has useful performance material for the period pre May 2019?

Questions

1. How much dwell time data had been verified and agreed upon by the parties before the formal proposals were made?

2. What was the rationale for NR making this proposal re dwell times? Was it the reduction in performance after the introduction of the 2019 timetable? Or concerns pre-dating that? Were dwell times an issue before 2019? If not, and assuming dwell times in the timetable have not changed in recent years, why is it necessary to change them now? Putting that another way, was there a cause and effect between the drop off in performance that occurred in May 2019 and the alleged dwell time deficiencies? Or is it that dwell times are not the primary issue in themselves but that they exacerbate delay from other causes?

3.Similarly is the 30+60 second dwell time pattern now alleged to be a problem post May 2019? Was it a problem before May 2019?

4. Quartz data. Can it be explained exactly what the measuring points are that generate these Quartz figures? To what extent does that include elements beyond dwell times, e.g. berth offsets? If so, is there an estimate of how long those additional elements are beyond dwell times? If that element is subtracted, do the Quartz figures broadly correspond to the observed times? Is it better for the parties and Panel to rely on the observed dwell times?

5. Process. What was the full amount of evidence supplied, then assessed in the LNW TPR Forum as correct, in order for the proposal for formal change to be made? What was the stated rationale for the proposal?

6. Process. During the process what objections, evidence and arguments were supplied by WMT? What were WMT's stated reasons for objecting? Was it principally extended timetabled journey times?

7. Process. Has the process in the Guiding Principles been followed, particularly each of the specific provisions in 6.2 and 6.3?

8. NR acknowledge (4.2.12) that SRTs need to be reviewed. Would it have been better to review dwell times and SRTs at the same timetable change, bearing in mind the interaction and the possibility of roundings between locations and (possibly?) leaving journey times unchanged?

9. What is the source for the data from NR observations in App J? Those figures don't seem to coincide with NR dwell time observations in App 4 of WMT. Are the 'average median' dwell times right (see eg Stechford) or a helpful figure? Similarly are the figures on App J for WMT observations from the same observations as those recoded at App 3 of WMT material?

10. Drawing conclusions from the data. Is the correct set of conclusions from NR observations shown at WMT App 4 that for most stations the average dwell time is 46-49 seconds? (After excluding outliers such as the assisted passenger boarding at Berkswell). Less than 30 seconds is never achieved and in excess of 60 seconds is quite rare, usually happening either for a specific reason or being just over a minute in the peak? Is it also the case that on pages 3 and 4 that the observations show (unsurprisingly) that the dwell times are longer in the peaks, but that during the off peak 45 seconds (or very close thereto) is achieved?

11. If we look specifically at App 4 pages 3 and 4 (where dwell times are observed by NR and time of day is recorded) then a) at Marston Green the actual observed dwell time on 5/11/19 (main table) is 0.48 with observed dwells ranging from 0.40 – 1.02. However the three longest dwell times of 1.02,0.59 and 0.56 all occur in the morning peak. If those (or peak times generally) are removed the range is 0.40 -0.54 with an average of 0.45. For b) Stechford the main table shows average off peak dwell timing of 0.46 with a range of 0.39 – 0.57. (At Stechford there is one dwell of 1.06 in the table at the bottom of the page, but without giving time of day. Was this during the peak?) Does this show that the main problems in achieving an average of 45 seconds are in the peak?

12. Was consideration given to the possibility of a differential approach during respectively the peak and off peak?

13. Even if average dwell times of 45 seconds are met, to what extent is the 30+60 pattern a cause of problems?

14. NR's App C is evidence submitted to support the case that WMT trains lose time through the Coventry Corridor. That appears to be the case for the Down direction. Do the figures in App C also show that firstly in the Up direction the median WMT train (the printed figure in each bar) does not lose (further) time except in the evening peak? And at one time of day 09.00-11.59 the median train actually makes up time, being late at Proof House, but on time at Coventry? Secondly the figures appear to show that Avanti trains (which don't stop at the stations in dispute) lose much more time than the WMT trains (which do stop)? Thirdly the lateness through the Coventry Corridor is much worse in the Down direction than the Up? If these observations are correct are they of significance?

15. What are the negative consequences that WMT see from the proposals re dwell times and how extensive will they be?

16. NR cites operational performance as a main factor behind the proposal. Can the extent of improvement expected to result be outlined and explained? Also to what extent will having 'unused' time in the timetable improve or detract from operational performance?

17. Decision Criteria. Can NR elaborate on why journey time (d) received that rating (it now appears to be a major concern for WMT) and also why (f) commercial interests was not regarded as relevant?