



West Midlands Region Rail Development Plan

Appendix C - Service Frequency
Draft For Consultation

June 2009



Service Frequency - Monday to Friday

Departures to Birmingham - Monday to Fridays 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
	High Demand Stations (H) - Trains Per Hour	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	
	Low Demand Stations (L) - Trains Per Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	Station	H/L	Ann. Usge																		
1	Wolverhampton	H	4,634,600	4	8	10	9	9	9	9	9	9	9	9	9	9	10	9	8	1	
2	Coventry	H	4,393,700	1	3	7	7	7	7	7	7	7	7	7	7	7	7	7	5	2	
3	Birmingham International	H	3,028,750	0	4	9	9	9	9	9	9	9	9	9	9	9	9	9	6	3	
4	University	H	1,984,950	0	5	7	7	7	7	7	7	7	7	7	7	7	7	6	5	3	
5	Stourbridge Junction	H	1,889,350	1	4	6	6	6	6	6	6	6	6	7	3	3	2	2	2	0	
6	Leamington Spa	L	1,741,300	1	1	4	4	4	4	4	4	4	4	4	4	4	4	4	2	3	3
7	Selly Oak	H	1,461,150	0	4	6	6	6	6	6	6	6	6	6	6	6	5	4	4	3	
8	Solihull	H	1,446,550	0	2	4	6	5	5	5	5	5	5	4	4	4	3	3	3	1	
9	Sutton Coldfield	H	1,282,400	0	5	6	6	6	6	6	6	6	6	6	6	6	5	4	4	2	
10	Five Ways	H	1,168,500	0	4	6	6	6	6	6	6	6	6	6	6	6	5	4	4	3	
11	Kidderminster	L	1,126,150	1	4	5	3	4	4	3	4	4	6	3	4	1	1	1	2	0	
12	Walsall	H	1,114,550	0	2	4	4	4	4	4	4	4	4	4	4	3	2	2	2	2	
13	Kings Norton	H	1,007,600	0	5	6	6	6	6	6	6	6	6	6	6	6	4	4	5	2	
14	Lichfield City	L	931,500	0	4	4	4	4	4	4	4	4	4	4	4	3	2	2	2	1	
15	Redditch	L	775,800	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	
16	Rowley Regis	L	769,300	0	4	5	7	6	6	6	6	6	7	7	4	3	2	2	2	1	
17	Northfield	H	750,250	0	5	6	6	6	6	6	6	6	6	6	6	6	4	4	5	2	
18	Bournville	H	746,300	0	4	6	6	6	6	6	6	6	6	6	6	6	5	4	5	2	
19	Erdington	H	690,200	0	5	6	7	6	6	6	6	6	6	6	6	5	6	4	4	0	
20	Four Oaks	H	682,600	0	6	6	7	6	6	6	6	6	6	6	6	6	5	4	3	2	

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Monday to Fridays 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
	High Demand Stations (H) - Trains Per Hour	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3		
	Low Demand Stations (L) - Trains Per Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Station	H/L	Ann. Usge																				
21	Cradley Heath	H	662,600	0	5	6	6	6	6	6	6	6	7	7	4	2	2	2	2	2	1	
22	Stratford-upon-Avon	L	606,500	0	2	1	1	1	1	1	1	1	1	2	2	1	1	0	0	0	0	
23	Chester Road	H	586,500	0	5	6	6	6	6	6	6	6	6	6	6	6	5	4	4	4	0	
24	Longbridge	H	566,900	0	5	6	6	6	6	6	6	6	6	6	6	6	4	4	4	5	2	
25	Dorridge	H	560,900	1	2	4	5	5	5	5	5	5	5	4	5	3	3	3	3	3	1	
26	Smethwick Galton Bridge	L	544,550	0	6	8	9	10	10	10	10	10	10	12	7	7	6	5	5	5	2	
27	Wylde Green	H	511,300	0	5	6	7	6	6	6	6	6	6	6	6	6	5	4	4	4	1	
28	Warwick Parkway	L	500,800	1	1	3	2	2	2	2	2	2	2	3	1	2	2	2	2	2	2	
29	Sandwell and Dudley	H	488,900	2	4	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1	
30	Aston	L	465,800	0	6	8	8	8	8	8	8	8	8	8	8	8	6	5	5	5	3	
31	Gravelly Hill	L	445,650	0	4	6	6	6	6	6	6	6	6	6	6	6	5	4	4	4	1	
32	Warwick	L	440,500	1	1	3	3	2	2	2	2	2	2	2	0	2	0	1	1	1	2	
33	Marston Green	L	408,400	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	
34	Tame Bridge Parkway	L	396,550	0	2	4	4	4	4	4	4	4	4	4	4	3	2	2	2	2	2	
35	Olton	L	395,650	0	2	4	5	3	3	3	3	3	3	2	2	2	1	1	2	2	0	
36	Shirley	L	394,850	0	2	3	3	3	3	3	3	3	3	3	3	3	1	1	2	1	0	
37	Stourbridge Town	H	394,200	1	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	4	
38	Hagley	L	360,200	0	1	3	3	2	1	2	2	3	4	4	2	2	1	1	1	1	0	

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Monday to Fridays 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
High Demand Stations (H) - Trains Per Hour		3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	
Low Demand Stations (L) - Trains Per Hour		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Station	H/L	Ann. Usge																			
39	Acocks Green	L	360,050	0	2	3	5	3	3	3	3	3	3	2	2	2	1	1	2	0	
40	Yardley Wood	L	355,700	0	2	3	3	3	3	3	3	3	3	3	3	3	1	2	1	0	
41	Widney Manor	L	339,950	1	2	3	5	3	3	3	3	3	3	2	2	2	1	1	2	0	
42	Jewellery Quarter	L	333,300	0	2	4	6	6	6	7	5	6	7	7	5	3	2	2	2	1	
43	Blake Street	L	332,250	0	4	4	4	4	4	4	4	4	4	4	4	4	3	2	2	2	
44	Hall Green	L	328,800	0	2	3	3	3	3	3	3	3	3	3	3	3	1	1	1	1	
45	Tile Hill	L	316,500	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1	
46	Dudley Port	L	300,250	0	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	0	
47	Coseley	L	291,500	0	2	4	3	3	3	3	3	3	3	3	3	3	3	3	3	1	
48	The Hawthorns	L	290,100	0	4	4	7	6	6	6	6	6	6	8	4	3	2	2	2	1	
49	Tipton	L	266,700	0	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	0	
50	Cannock	L	252,500	0	3	3	2	2	2	2	2	2	2	2	1	3	1	1	1	0	
51	Bamt Green	L	248,600	0	1	2	2	2	2	2	2	2	3	2	3	2	2	2	2	1	
52	Lea Hall	L	240,900	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
53	Butlers Lane	L	227,500	0	4	4	4	4	4	4	4	4	4	4	4	4	3	2	2	2	
54	Smethwick Rolfe Street	L	216,300	0	1	3	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
55	Canley	L	213,300	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
56	Berkswell	L	208,100	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
57	Stechford	L	205,500	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
58	Hednesford	L	204,300	0	3	3	2	2	2	2	2	2	2	2	2	2	1	1	1	0	
59	Perry Barr	L	189,850	0	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	
60	Spring Road	L	184,150	0	1	3	4	3	3	3	3	3	3	3	3	3	1	1	1	1	

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Monday to Fridays 2009

Station	H/L	Ann. Usage	Hour Starting																			
			0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
High Demand Stations (H) - Trains Per Hour			3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
Low Demand Stations (L) - Trains Per Hour			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
61	L	183,400	0	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
62	L	175,600	0	3	6	6	2	2	2	2	2	2	4	3	4	3	1	1	2	2	1	
63	L	173,000	0	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	
64	L	167,700	0	5	5	7	4	4	4	4	4	4	4	4	4	4	3	3	3	3	2	
65	L	141,750	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
66	L	133,650	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
67	L	128,300	0	3	2	2	1	1	1	1	1	1	1	1	1	1	2	1	1	1	0	
68	L	118,950	0	3	4	3	2	2	2	2	2	2	2	3	3	1	2	2	2	3	0	
69	L	118,400	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
70	L	112,700	0	3	6	5	2	2	2	2	2	2	2	3	3	3	1	1	2	2	1	
71	L	108,150	0	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
72	L	107,250	0	2	2	2	1	2	2	2	2	1	2	2	2	2	1	1	1	1	0	
73	L	103,400	0	1	3	3	1	1	1	1	1	1	1	1	2	2	1	0	0	0	0	
74	L	102,100	0	3	3	3	2	2	2	2	2	2	2	1	3	2	2	2	2	2	0	
75	L	96,750	0	1	4	2	4	2	2	2	2	2	4	4	2	2	1	1	1	1	0	
76	L	96,150	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	
77	L	87,200	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	1	
78	L	71,950	0	0	3	2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	
79	L	55,800	0	2	2	2	2	1	1	1	1	1	1	1	1	1	2	0	2	0	0	
80	L	53,000	0	2	2	2	2	1	0	1	0	1	0	1	0	1	1	1	1	1	0	
81	L	51,500	0	0	3	2	2	1	1	1	1	1	1	1	1	1	1	1	0	0	0	
82	L	50,050	0	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

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High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Monday to Fridays 2009

Hour Starting		0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
High Demand Stations (H) - Trains Per Hour		3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	
Low Demand Stations (L) - Trains Per Hour		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Station	H/L	Ann. Usage																			
83	L	0	2	1	2	1	1	0	1	0	1	0	1	1	1	1	1	1	1	0	
84	L	0	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	
85	L	0	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	
86	L	0	2	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	0	0	
87	L	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	
88	L	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	
89	L	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	
90	L	0	1	2	1	1	1	1	1	1	1	1	1	1	1	2	1	0	0	0	
91	L	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Service Frequency - Saturday

Departures to Birmingham - Saturdays 2009

	Station	H/L	Ann. Usage	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
	High Demand Stations (H) - Trains Per Hour			3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3
	Low Demand Stations (L) - Trains Per Hour			2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
1	Wolverhampton	H	4,634,600	2	8	9	10	9	9	9	9	9	9	9	9	9	9	9	10	7	7	2
2	Coventry	H	4,393,700	0	3	5	7	7	7	7	7	7	7	7	7	7	7	7	7	6	5	2
3	Birmingham International	H	3,028,750	0	3	7	9	9	9	9	9	9	9	9	9	9	9	9	8	8	7	3
4	University	H	1,984,950	0	4	8	9	8	8	8	8	8	8	8	8	8	8	7	6	5	6	3
5	Stourbridge Junction	H	1,889,350	0	2	4	6	6	6	6	6	6	6	6	6	6	4	2	2	2	2	1
6	Leamington Spa	L	1,741,300	0	1	4	3	4	4	4	4	4	4	4	4	4	4	4	4	3	3	1
7	Selly Oak	H	1,461,150	0	4	6	6	6	6	6	6	6	6	6	6	6	6	6	5	4	4	3
8	Solihull	H	1,446,550	0	1	2	4	4	5	5	5	5	5	5	5	5	4	4	4	2	3	1
9	Sutton Coldfield	H	1,282,400	0	3	4	6	6	6	6	6	6	6	6	6	6	6	6	5	4	4	2
10	Five Ways	H	1,168,500	0	4	6	6	6	6	6	6	6	6	6	6	6	6	6	5	4	4	3
11	Kidderminster	L	1,126,150	0	3	3	3	5	4	4	4	4	4	4	4	3	2	2	1	1	1	1
12	Walsall	H	1,114,550	0	2	3	4	4	4	4	4	4	4	4	4	4	4	3	2	2	2	2
13	Kings Norton	H	1,007,600	0	5	6	6	6	6	6	6	6	6	6	6	6	6	6	4	4	5	2
14	Lichfield City	L	931,500	0	3	4	4	4	4	4	4	4	4	4	4	4	4	3	2	2	2	1
15	Redditch	L	775,800	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
16	Rowley Regis	L	769,300	0	2	3	5	6	6	6	6	6	6	6	6	6	4	3	2	2	2	1
17	Northfield	H	750,250	0	5	6	6	6	6	6	6	6	6	6	6	6	6	6	4	4	5	2
18	Bournville	H	746,300	0	4	6	6	6	6	6	6	6	6	6	6	6	6	6	5	4	5	2
19	Erdington	H	690,200	0	3	4	6	6	6	6	6	6	6	6	6	6	6	5	6	4	4	0
20	Four Oaks	H	682,600	0	3	5	6	6	6	6	6	6	6	6	6	6	6	6	5	4	3	2

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Saturdays 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
	High Demand Stations (H) - Trains Per Hour	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	
	Low Demand Stations (L) - Trains Per Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Station	H/L	Ann. Usge																		
21	Cradley Heath	H	662,600	0	2	3	6	6	6	6	6	6	6	6	4	2	2	2	2	1	
22	Stratford-upon-Avon	L	606,500	0	0	2	2	2	2	2	2	2	2	2	2	1	1	0	0	0	
23	Chester Road	H	586,500	0	3	4	6	6	6	6	6	6	6	6	6	6	5	4	4	0	
24	Longbridge	H	566,900	0	5	6	6	6	6	6	6	6	6	6	6	6	4	4	5	2	
25	Dorridge	H	560,900	0	1	2	4	4	5	5	5	5	5	5	4	4	3	3	2	1	
26	Smethwick Galton Bridge	L	544,550	0	3	7	9	10	10	10	10	10	10	10	8	7	6	4	5	2	
27	Wyde Green	H	511,300	0	3	4	6	6	6	6	6	6	6	6	6	6	5	4	4	1	
28	Warwick Parkway	L	500,800	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	
29	Sandwell and Dudley	H	488,900	1	4	5	4	4	4	4	4	4	4	4	4	4	4	4	3	1	
30	Aston	L	465,800	0	4	6	8	8	8	8	8	8	8	8	8	8	6	5	5	3	
31	Gravelly Hill	L	445,650	0	2	4	6	6	6	6	6	6	6	6	6	6	5	4	4	1	
32	Warwick	L	440,500	0	1	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	
33	Marston Green	L	408,400	0	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	
34	Tame Bridge Parkway	L	396,550	0	2	3	4	4	4	4	4	4	4	4	4	3	2	2	2	2	
35	Olton	L	395,650	0	0	2	3	3	3	3	3	3	3	3	2	2	1	1	1	0	
36	Shirley	L	394,850	0	0	2	2	3	3	3	3	3	3	3	3	1	1	2	1	0	
37	Stourbridge Town	H	379,150	0	3	5	6	6	6	6	6	6	6	6	6	6	6	6	6	4	
38	Hagley	L	360,200	0	2	2	2	2	2	2	2	2	2	2	1	2	1	1	1	1	
39	Acocks Green	L	360,050	0	0	2	3	3	3	3	3	3	3	3	2	2	1	1	1	0	

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Saturdays 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
	High Demand Stations (H) - Trains Per Hour	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	
	Low Demand Stations (L) - Trains Per Hour	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Station	H/L	Ann. Usage																			
40	Yardley Wood	L	355,700	0	2	2	3	3	3	3	3	3	3	3	3	1	1	2	2	1	0
41	Widney Manor	L	339,950	0	1	4	3	3	3	3	3	3	3	3	2	2	1	1	1	1	1
42	Jewellery Quarter	L	333,300	0	1	4	5	6	6	6	6	6	6	6	5	3	2	2	2	2	1
43	Blake Street	L	332,250	0	2	3	4	4	4	4	4	4	4	4	4	4	3	2	2	2	2
44	Hall Green	L	328,800	0	0	2	2	3	3	3	3	3	3	3	2	2	1	1	1	1	1
45	Tile Hill	L	316,500	0	3	3	3	3	3	3	3	3	3	3	3	3	2	4	3	3	1
46	Dudley Port	L	300,250	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
47	Coseley	L	291,500	0	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1
48	The Hawthorns	L	290,100	0	1	4	5	6	6	6	6	6	6	6	4	3	2	2	2	2	1
49	Tipton	L	266,700	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
50	Cannock	L	252,500	0	1	2	2	2	2	2	2	2	2	2	1	3	1	1	1	1	0
51	Bamf Green	L	248,600	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
52	Lea Hall	L	240,900	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
53	Butlers Lane	L	227,500	0	2	3	4	4	4	4	4	4	4	4	4	4	3	2	2	2	2
54	Smethwick Rolfe Street	L	216,300	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
55	Canley	L	213,300	0	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	1
56	Berkswell	L	208,100	0	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	2	1
57	Stechford	L	205,500	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
58	Hednesford	L	204,300	0	2	1	2	2	2	2	2	2	2	2	2	2	1	1	1	1	0

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Saturdays 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
High Demand Stations (H) - Trains Per Hour		3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3
Low Demand Stations (L) - Trains Per Hour		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Station	H/L Ann. Usage																			
59	Perry Barr L 189,850	0	2	2	2	2	2	2	2	2	2	2	2	2	2	3	1	1	1	1
60	Spring Road L 184,150	0	0	2	2	3	3	3	3	3	3	3	3	3	2	2	1	1	1	1
61	Old Hill L 183,400	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
62	Tyseley L 175,600	0	0	4	4	2	2	2	2	2	2	2	4	3	3	4	1	1	2	1
63	Shenstone L 173,000	0	1	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Duddeston L 167,700	0	4	6	4	4	4	4	4	4	4	4	4	4	4	4	3	3	3	2
65	Alvechurch L 141,750	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
66	Hamstead L 133,650	0	2	2	2	2	2	2	2	2	2	2	2	2	2	3	1	1	1	1
67	Landywood L 128,300	0	1	2	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	0
68	Lichfield Trent Valley L 118,950	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	3	0
69	Hampton-in-Arden L 118,400	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
70	Small Heath L 112,700	0	0	4	3	2	2	2	2	2	2	2	2	2	3	4	1	1	2	1
71	Langley Green L 108,150	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
72	Rugeley Town L 107,250	0	1	1	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	0
73	Henley-in-Arden L 103,400	0	0	2	1	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0
74	Lye L 102,100	0	1	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
75	Blakedown L 96,750	0	2	2	2	3	2	2	2	2	2	3	3	3	1	2	1	1	1	1
76	Witton L 96,150	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
77	Bescot Stadium L 87,200	0	2	2	2	2	2	2	2	2	2	2	2	2	2	3	1	1	1	1
78	Whitlocks End L 71,950	0	0	1	2	1	1	1	1	1	1	1	1	1	1	2	1	0	0	0
79	Bloxwich North L 55,800	0	1	1	2	1	1	1	1	1	1	1	1	1	1	1	2	1	1	0

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Saturdays 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
High Demand Stations (H) - Trains Per Hour		3	3	6	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	3	3
Low Demand Stations (L) - Trains Per Hour		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Station	H/L	Ann. Usge																			
80	L	53,000	0	1	0	2	1	0	1	0	1	0	1	1	1	1	1	1	1	0	0
81	L	51,500	0	0	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0	0
82	L	50,050	0	1	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
83	L	37,550	0	1	0	2	0	1	1	0	1	0	1	1	1	1	1	1	1	0	0
84	L	30,900	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
85	L	23,900	0	0	2	2	1	1	1	1	1	1	1	1	1	2	1	0	0	0	0
86	L	21,500	0	0	2	1	1	1	1	1	1	1	1	1	2	1	1	0	0	0	0
87	L	15,700	0	0	2	2	1	1	1	1	1	1	1	1	1	2	1	0	0	0	0
88	L	13,800	0	0	2	2	1	1	1	1	1	1	1	1	1	2	1	0	0	0	0
89	L	9,700	0	0	2	2	1	1	1	1	1	1	1	1	1	2	1	0	0	0	0
90	L	7,800	0	0	2	1	1	1	1	1	1	1	1	1	2	1	1	0	0	0	0
91	L	2,500	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Service Frequency - Sunday

Departures to Birmingham - Sunday 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
	High Demand Stations (H) - Trains Per Hour	0	0	2	2	4	4	4	4	4	4	4	4	4	4	4	2	2	2	2
	Low Demand Stations (L) - Trains Per Hour	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Station	H/L	Ann. Usage																	
1	Wolverhampton	H	4,634,600		2	5	5	5	6	6	7	7	7	7	7	7	6	6	8	1
2	Coventry	H	4,393,700		1	2	4	4	5	5	6	6	6	6	6	7	7	7	4	4
3	Birmingham International	H	3,028,750		1	3	6	4	5	7	7	7	7	7	7	7	7	7	5	4
4	University	H	1,984,950		0	1	2	2	3	3	3	3	3	3	3	3	3	3	3	1
5	Stourbridge Junction	H	1,889,350		0	1	2	2	2	2	2	2	3	2	1	0	1	2	1	0
6	Leamington Spa	L	1,741,300		0	1	2	2	2	4	4	5	3	4	4	4	4	4	4	1
7	Selly Oak	H	1,461,150		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
8	Solihull	H	1,446,550		0	0	2	2	3	3	3	3	3	3	2	2	2	2	2	1
9	Sutton Coldfield	H	1,282,400		0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
10	Five Ways	H	1,168,500		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
11	Kidderminster	L	1,126,150		0	1	2	1	1	1	1	1	2	1	1	1	1	1	1	0
12	Walsall	H	1,114,550		0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2
13	Kings Norton	H	1,007,600		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
14	Lichfield City	L	931,500		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
15	Redditch	L	775,800		0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
16	Rowley Regis	L	769,300		0	0	2	2	2	2	2	2	2	2	1	1	1	1	1	1
17	Northfield	H	750,250		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
18	Bournville	H	746,300		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
19	Erdington	H	690,200		0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0
20	Four Oaks	H	682,600		0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Sunday 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
	High Demand Stations (H) - Trains Per Hour	0	0	2	2	4	4	4	4	4	4	4	4	4	4	4	2	2	2	2
	Low Demand Stations (L) - Trains Per Hour	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Station	H/L	Ann. Usage																	
21	Cradley Heath	H	662,600	0	0	0	3	2	2	2	2	2	2	2	1	0	1	2	0	1
22	Stratford-upon-Avon	L	606,500	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
23	Chester Road	H	586,500	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
24	Longbridge	H	566,900	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
25	Dorridge	H	560,900	0	0	0	2	2	3	3	3	3	3	3	2	2	2	2	2	1
26	Smethwick Galton Bridge	L	544,550	1	1	1	3	3	3	3	3	3	4	3	2	2	2	2	2	1
27	Wylde Green	H	511,300	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
28	Warwick Parkway	L	500,800	0	0	1	0	1	2	2	2	2	2	2	2	2	2	2	2	1
29	Sandwell and Dudley	H	488,900	2	2	2	2	3	2	2	2	2	2	2	2	2	1	2	3	0
30	Aston	L	465,800	0	0	1	3	3	3	3	3	3	3	3	3	3	3	3	3	2
31	Gravelly Hill	L	445,650	0	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
32	Warwick	L	440,500	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	2	1
33	Marston Green	L	408,400	1	2	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2
34	Tame Bridge Parkway	L	396,550	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2
35	Olton	L	395,650	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0
36	Shirley	L	394,850	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0
37	Stourbridge Town	H	379,150	0	0	1	4	4	4	4	4	4	4	4	4	4	0	0	0	0
38	Hagley	L	360,200	0	0	1	2	1	1	1	1	1	2	1	1	0	2	1	1	0
39	Acocks Green	L	360,050	0	0	0	1	1	1	1	1	1	1	1	0	0	0	0	0	0
40	Yardley Wood	L	355,700	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	0	0

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved



Target Frequency Not Achieved



Departures to Birmingham - Sunday 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
High Demand Stations (H) - Trains Per Hour		0	0	2	2	4	4	4	4	4	4	4	4	4	4	4	2	2	2	2	
Low Demand Stations (L) - Trains Per Hour		0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Station	H/L	Ann. Usage																			
41	Widney Manor	L	339,950		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
42	Jewellery Quarter	L	333,300		0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
43	Blake Street	L	332,250		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
44	Hall Green	L	328,800		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
45	Tile Hill	L	316,500		1	1	2	1	1	2	2	2	2	2	2	2	2	2	2	2	1
46	Dudley Port	L	300,250		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
47	Coseley	L	291,500		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
48	The Hawthorns	L	290,100		0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
49	Tipton	L	266,700		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
50	Cannock	L	252,500		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
51	Bart Green	L	248,600		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
52	Lea Hall	L	240,900		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
53	Butlers Lane	L	227,500		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1
54	Smethwick Rolfe Street	L	216,300		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
55	Canley	L	213,300		1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
56	Berkswell	L	208,100		1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
57	Stechford	L	205,500		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
58	Hednesford	L	204,300		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
59	Perry Barr	L	189,850		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
60	Spring Road	L	184,150		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
61	Old Hill	L	183,400		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
62	Tyseley	L	175,600		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Sunday 2009

	Hour Starting	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
	High Demand Stations (H) - Trains Per Hour	0	0	2	2	4	4	4	4	4	4	4	4	4	4	4	2	2	2	2
	Low Demand Stations (L) - Trains Per Hour	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	Station	H/L	Ann. Usage																	
63	Shenstone	L	173,000		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
64	Duddeston	L	167,700		0	1	3	3	3	3	3	3	3	3	3	3	3	3	3	2
65	Alvechurch	L	141,750		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
66	Hamstead	L	133,650		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
67	Landywood	L	128,300		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
68	Lichfield Trent Valley	L	118,950		0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1
69	Hampton-in-Arden	L	118,400		1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1
70	Small Heath	L	112,700		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
71	Langley Green	L	108,150		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0
72	Rugeley Town	L	107,250		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
73	Henley-in-Arden	L	103,400		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
74	Lye	L	102,100		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0
75	Blakedown	L	96,750		0	1	1	0	1	0	1	0	0	1	0	0	0	0	0	0
76	Witton	L	96,150		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
77	Bescot Stadium	L	87,200		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
78	Whitlocks End	L	71,950		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	Bloxwich North	L	55,800		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
80	Hatton	L	53,000		0	1	0	0	1	0	0	0	1	0	1	0	0	0	1	0
81	Wythall	L	51,500		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
82	Bloxwich	L	50,050		0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1
83	Lapworth	L	37,550		0	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0
84	Adderley Park	L	30,900		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
85	Earlswood	L	23,900		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

Departures to Birmingham - Sunday 2009

Station	H/L	Ann. Usge	Hour Starting																				
			0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300		
High Demand Stations (H) - Trains Per Hour			0	0	2	2	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Low Demand Stations (L) - Trains Per Hour			0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
86	Wilmcote	L	21,500			0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
87	The Lakes	L	15,700			0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
88	Wood End	L	13,800			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
89	Danzeley	L	9,700			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
90	Wootton Wawen	L	7,800			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
91	Bordesley	L	2,500			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

The stations included in this table are those covered by the Centro 20 Year Strategy

Numbers in table represent departures to Birmingham from listed station in each hour

High Demand Stations Trains Per Hour - Target frequency for stations defined as "High Demand" in Centro 20 Year Strategy (published 1999)

Low Demand Stations Trains Per Hour - Target frequency for stations defined as "Low Demand" in Centro 20 Year Strategy (published 1999)

Target Frequency Achieved

Target Frequency Not Achieved

As published by

