Transport for the North
Rail North Committee Meeting
Item 11.0

Subject: Performance Update

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Sponsor: David Hoggarth

Meeting Date: 12th March 2020

1.	Purpose of the Report:
1.1	The Committee is asked to **note** the contents of the report.

2.	Executive Summary:
2.1	This report provides an update on rail performance statistics for Northern and TransPennine Express (TPE).

3.	Performance Overview:
3.1	This report covers performance during January 2020 and February 2020. Performance has stabilised following the issues encountered in December following the immediate introduction of the timetable change.
3.2	Performance is still below the equivalent periods last year (2019). Poor weather and infrastructure has contributed to this but rolling stock introduction and traincrew training remain key challenges for both operators over the coming periods as programme delivery peaks before falling away in May 2020.
3.3	TPE have made progress in restoring services. TfN has set a public target for improvements and will make an initial assessment against the public target at the end of March 2020.

4.	**TransPennine Express Performance:**
	Public Performance Measure
4.1	For Period 11 covering the 28 days between the 5 January 2020 and 1 February 2020, TPE's Public Performance Measure (PPM) averaged **81.6%.** This compares to a year ago when in 2019 the average PPM figure was **87%** for January.
	For Period 12 covering the 28 days between the 2 February 2020 and 29 February 2020, TPE's Public Performance Measure (PPM) averaged **70.1%.** This compares to a year ago when in 2019 the average PPM was **85.6%** for February. This period includes significant disruption as a result of storms and flooding.
	Cancellations
4.2	For Period 11 covering the 28 days between the 5 January 2020 and 1 February 2020, an average of 27 trains were cancelled (or part cancelled) each day. This represents 9% of the overall number of services. Of these, approximately 35% were caused by other train operators or Network Rail. An average of 18 trains per day were cancelled due to TPE-related causes.
	For Period 12 covering the 28 days between the 2 February 2020 and 29 February 2020, an average of 51 trains were cancelled (or part cancelled) each day. This represents 15% of the overall number of services. Of these, approximately 45% were caused by other train operators or Network Rail. An average of 28 trains per day were cancelled due to TPE-related causes. This period includes significant disruption as a result of storms and flooding.
	Capacity Delivery
4.3	As new trains are rolled out there are significant capacity uplifts across the TPE network. TPE are currently working with Transport for the North to update the methodology for reporting capacity statistics and estimates of passenger crowding. It is planned to integrate this once the December 2019 train plan is in full operation and we have an updated set of passenger count data.

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5.	**Northern Performance:**
	Public Performance Measure
5.1	For Period 11 covering the 28 days between the 5 January 2020 and 1 February 2020, Northern's Public Performance Measure (PPM) averaged **81.5%**. This compares to a year ago when in 2019 the average PPM figure was **87.2%** for January. For Period 12 covering the 28 days between the 2 February 2020 and 29 February 2020, Northern's Public Performance Measure (PPM) averaged **77.8%**. This compares to a year ago when in 2019 the average PPM figure was **86.8%** for February. This period includes significant disruption as a result of storms and flooding.
	Cancellations
5.2	For Period 11 covering the 28 days between the 5 January 2020 and 1 February 2020, an average of 118 trains were cancelled (or part cancelled) each day. This represents approximately 4.5% of the overall number of services. Of these, approximately 34% were caused by other train operators or Network Rail. An average of 78 trains per day were cancelled due to Northern-related causes. For Period 12 covering the 28 days between the 2 February 2020 and 29 February 2020, an average of 171 trains were cancelled (or part cancelled) each day. This represents approximately 6.5% of the overall number of services. Of these, approximately 41% were caused by other train operators or Network Rail. An average of 101 trains per day were cancelled due to Northern-related causes. This period includes significant disruption as a result of storms and flooding.
5.3	Northern is no longer pre-planning Sunday cancellations as a result if a new agreement with drivers. This has provided stability for Sunday services in the North West.
5.4	**Capacity Delivery**
	The announcement of the transfer to OLR highlighted the priority focus on reducing overcrowding on the network and an opportunity to trial new technology to identify crowding pinch points.

6.	**Appendices:**
6.1	Appendix 1 – TransPennine Express Performance Charts.

6.2	Appendix 2 – Northern Summary Performance Charts.
6.3	Appendix 3 – Northern Service Group Analysis.
6.4	Appendix 4 – National Comparisons.

Transport for the North

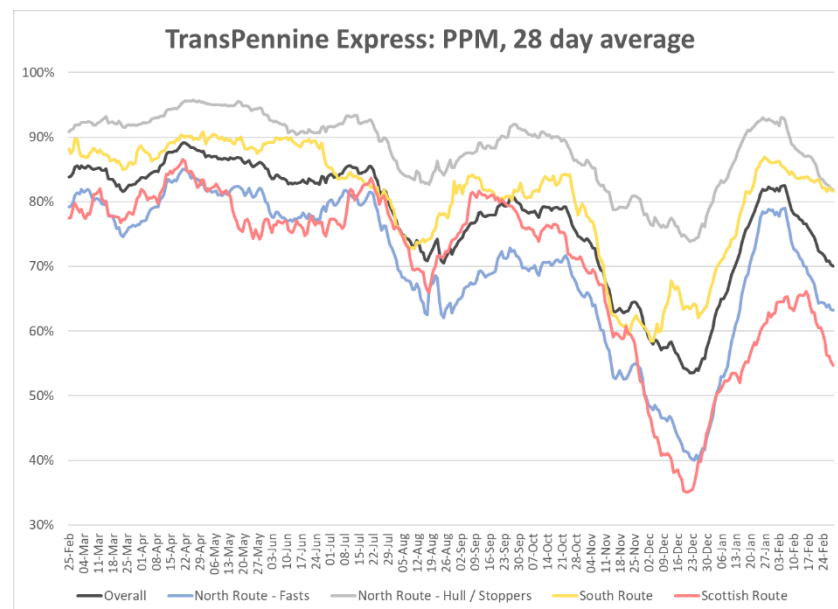# Appendix 1: TransPennine Express Performance Charts

Public Performance Measure

The chart below shows the percentage of trains arriving at their destination station within 10 minutes, including a breakdown by TPE route. A 28-day moving average is shown up to Period 11, in order to show recent trends without the day-to-day variation of extreme weather events, for example.

Following a significant downturn in performance throughout November and December 2019, TPE's average PPM improved throughout January, exceeding **80%** by the end of Period 11.

This was followed by a decline in performance throughout February, as a result of incidents related to technical faults and disruption due to adverse weather conditions brought by Storm Ciara and Storm Dennis. The North Route Fasts and Scottish Route services have been the worst affected.

The overall PPM for the last 28 days averages **70%**. This compares to a year ago when in 2019 TPE's average PPM score was **85.6%** for February. Comparisons with industry averages are shown in Appendix 4.

Cancelled / Over 30 mins Late

Over the same period, the chart below shows the proportion of trains cancelled or over 30 minutes late, as a 28-day moving average.

Consistent with the PPM chart, performance improved throughout January, with the overall CaSL averaging **9.3%** for Period 11.

A deterioration in reliability throughout February has resulted in an increase in CaSL across all routes. Scottish Route services continue to be the worst affected by disruption, with CaSL averaging approximately **32%** for the last 28 days.

The overall CaSL for the last 28 days averages just over **16%**. This compares to a year ago when in 2019 TPE's average CaSL score was **5.4%** for February. Comparisons with industry averages are shown in Appendix 4.

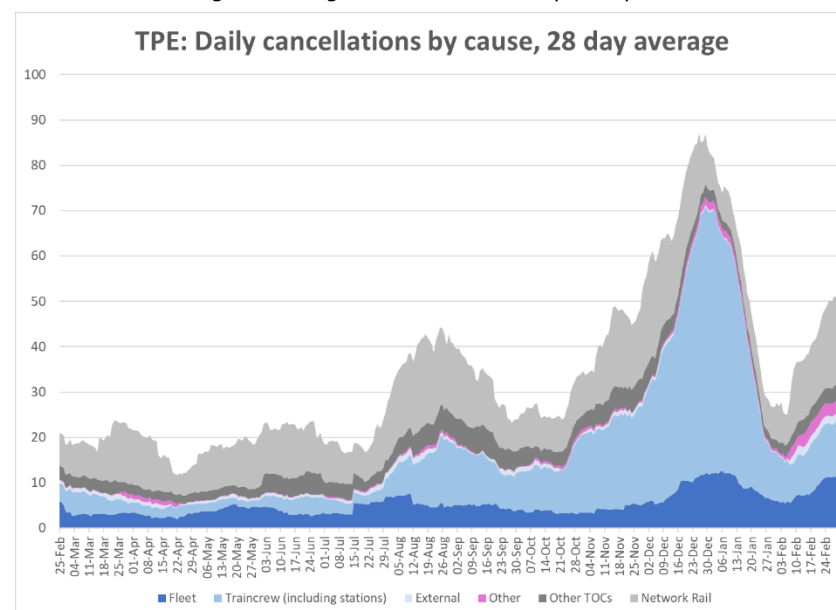Source: TPE performance reports – provisional data, prior to final reconciliation
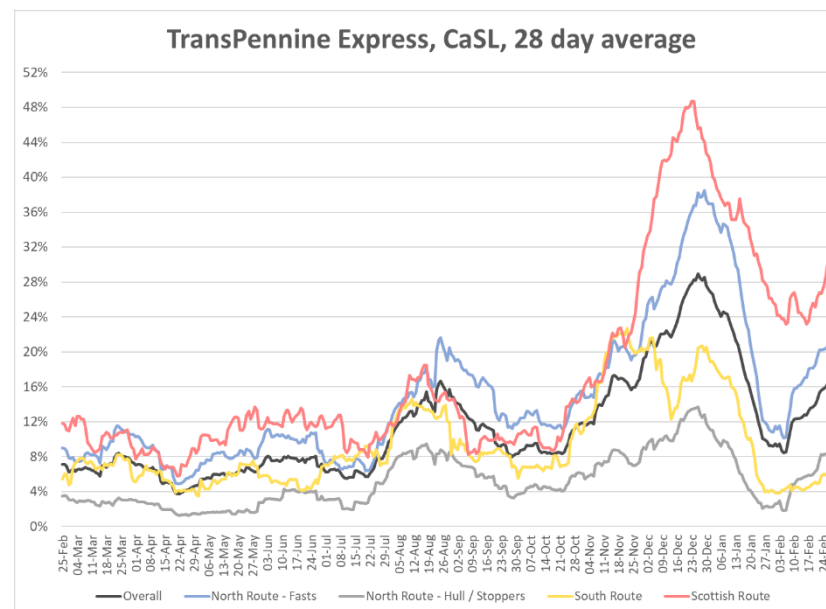
Source: TPE performance reports – provisional data, prior to final reconciliation

Cancellations by Cause

The chart below shows the cause of cancellations and part cancellations on TPE services across all routes. A 28-day moving average is shown up to Period 12.

The number of cancellations and part-cancellations decreased considerably throughout January, averaging 27 per day by the end of Period 11. This number increased to 51 per day by the end of February. With an average of 341 trains planned per day, this equates to approximately **15%** of the total.

The chart below shows TPE-caused cancellations averaging 28 per day for the last 4 weeks, which compares to 9 per day for the same period in 2019. This has been caused in part by the delayed introduction of new rolling stock and trained driver shortages, which have contributed to an average of 12 traincrew cancellations per day and 11 fleet cancellations per day.

Network Rail cancellations have increased to an average of 19 per day, with other TOCs causing an average of 4 cancellations per day.

Capacity Delivery

TPE are currently working with Transport for the North to update the methodology for reporting capacity statistics and estimates of passenger crowding. It is planned to reflect this once this methodology has been finalised, the latest December 2019 train plan analysed, and updated passenger counts are received.

Source: TPE performance reports – provisional data, prior to final reconciliation

Total Complaints

The number of complaints by rail period is shown below. There has been an increase in complaints in P11, which is in line with the continued performance challenges which peaked in P10. Due to the high level of incoming cases we have increased resource levels which in turn has caused an increase in cases being logged. This number is expected to reduce in P12 and P13 following the relative improvement of service performance.
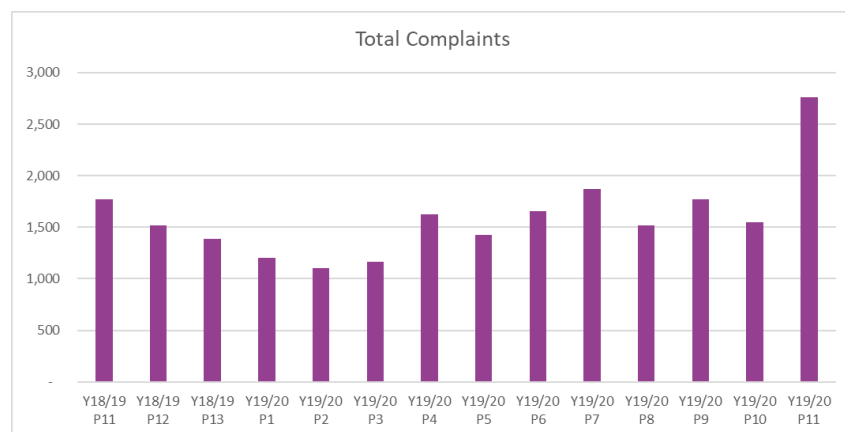

Source: TPE

Complaints Analysis

The bar chart below shows the rate of complaints per 100,00 passenger journeys. This is shown against the target for 2019/20. This graph reflects the number of complaints received, peaking in late 2018.

The pie chart shows the percentage of complaints by category in Period 11 of 2019/20. The most significant area of complaint is Quality on Train (which includes crowding). The categories included are based on the top 4 complaints categories over the past 12 months.
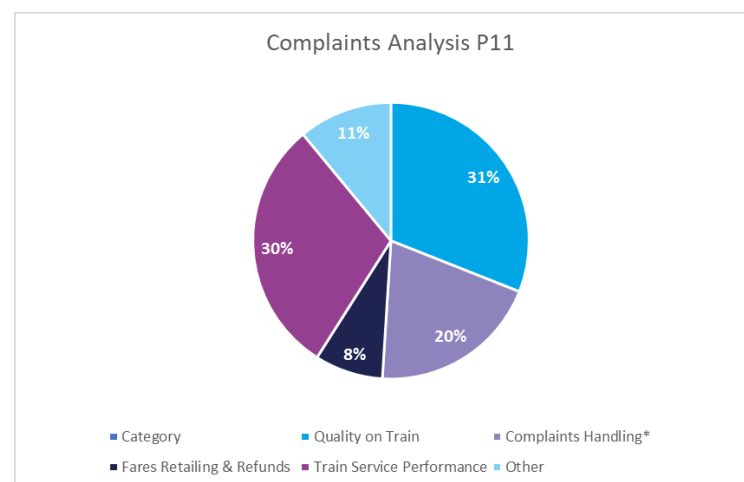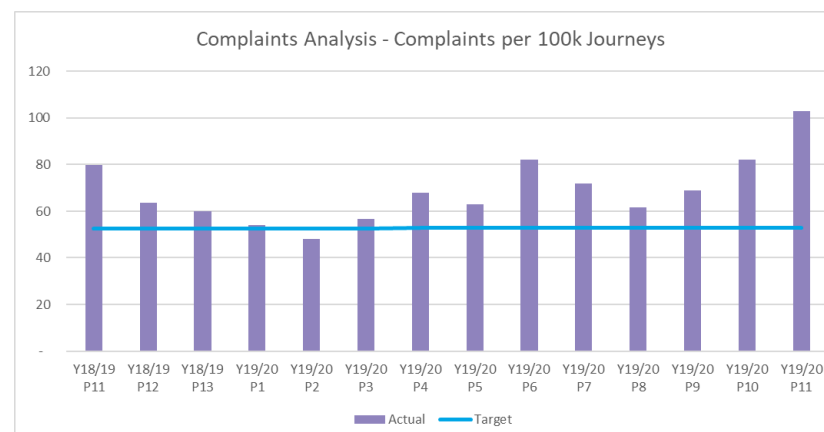
Appendix 2: Northern Summary Performance Charts

Public Performance Measure

The chart below shows recent PPM figures for Northern, disaggregated by region. A 28-day moving average is shown, in order to show recent trends without the day-to-day variation of extreme weather events, for example.

Following a significant downturn in performance throughout November and December 2019, Northern's average PPM improved throughout January, exceeding **80%** by the end of Period 11.

Recent statistics show that Northern's overall PPM is averaging **77.8%** over the last 28 days; this is generally consistent across the different regions with the exception of the North East Region which is performing at a higher level of **85.9%** on average.

In 2019 Northern's average PPM score was **86.8%** for February. Comparisons with industry averages are shown in Appendix 4.

Cancelled / Over 30 mins Late

The chart below shows the percentage of trains cancelled or over 30 minutes late, split by region.

Consistent with the PPM chart, performance improved throughout January, with the overall CaSL averaging **4.6%** for Period 11.

Disruption across the network has led to Northern's CaSL score of **6.8%** for the last 28 days. Northern, Network Rail and weather-related causes are accountable for delays are contributing to this, with analysis of factors causing cancellations being shown overleaf.

In 2019 Northern's average CaSL score was **2.2%** in February. Comparisons with industry averages are shown in Appendix 4.
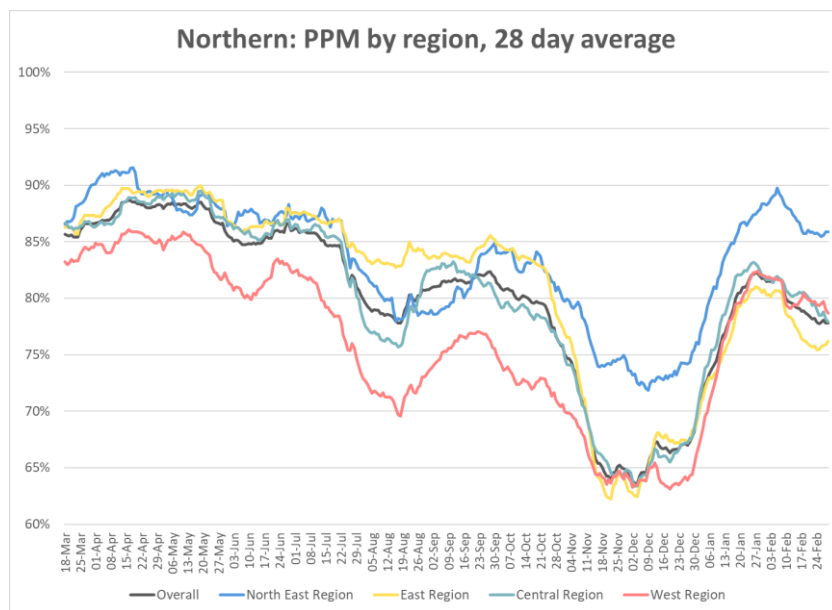
Source: Northern performance reports – provisional data, prior to final reconciliation
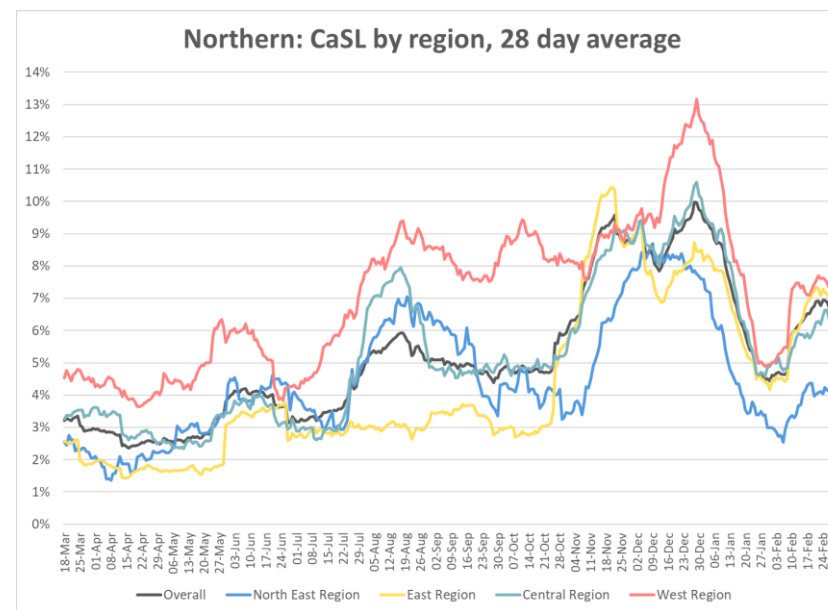
Source: Northern performance reports – provisional data, prior to final reconciliation

TOC-on-Self Cancellations by Region

The chart below shows the cause of cancellations and part cancellations on Northern services across all routes. As for other statistics a 28-day rolling average is used.

The number of cancellations and part-cancellations decreased considerably throughout January, averaging 118 per day by the end of Period 11. This number increased to 171 per day by the end of February. With an average of 2,610 trains planned per day, this equates to approximately **6.5%** of the total.

Northern-caused cancellations average 101 per day, driven by traincrew-related cancellations (averaging 35 per day) and fleet (54 per day).

Over recent weeks, Network Rail-related causes have accounted for approximately 67 cancellations per day, with other TOCs accountable for approximately 3 cancellations per day.
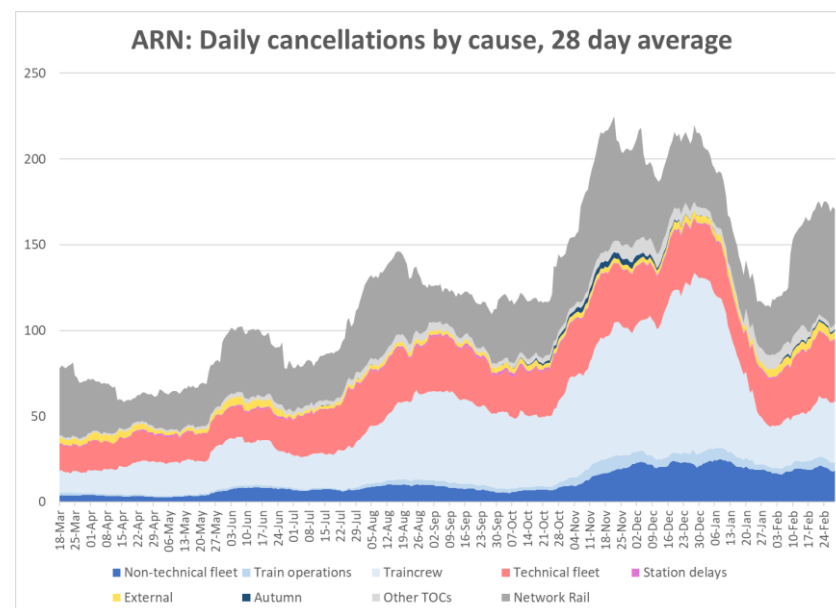
Capacity Delivery

Northern are currently working with Transport for the North to update the methodology for reporting capacity statistics and estimates of passenger crowding. We are hoping to reflect this once this methodology has been finalised, the latest December 2019 train plan analysed, and updated passenger counts are received.

ARN: Daily cancellations by cause, 28 day average

Source: Northern performance reports – provisional data, prior to final reconciliation

Complaints per 100,000 Journeys

The bar chart below shows the rate of complaints per 100,000 journeys for the last 13 rail periods. The statistics show that this rate peaked following Period 12. Complaints received during this period increased as a direct result of the poor weather conditions and service cancellations.
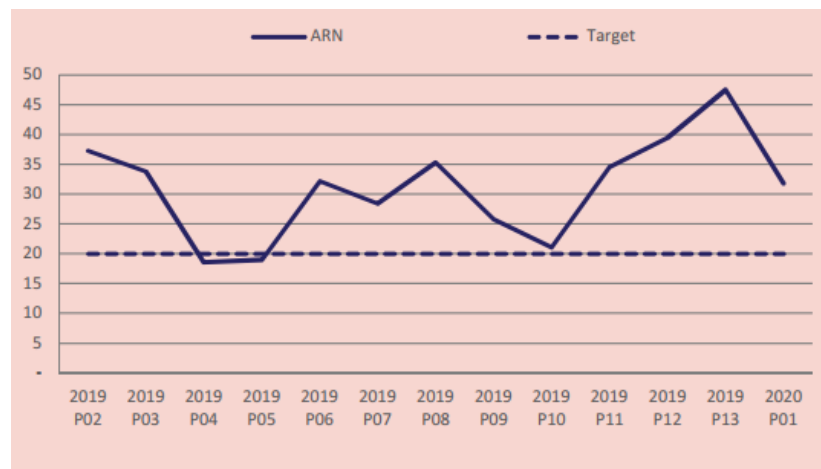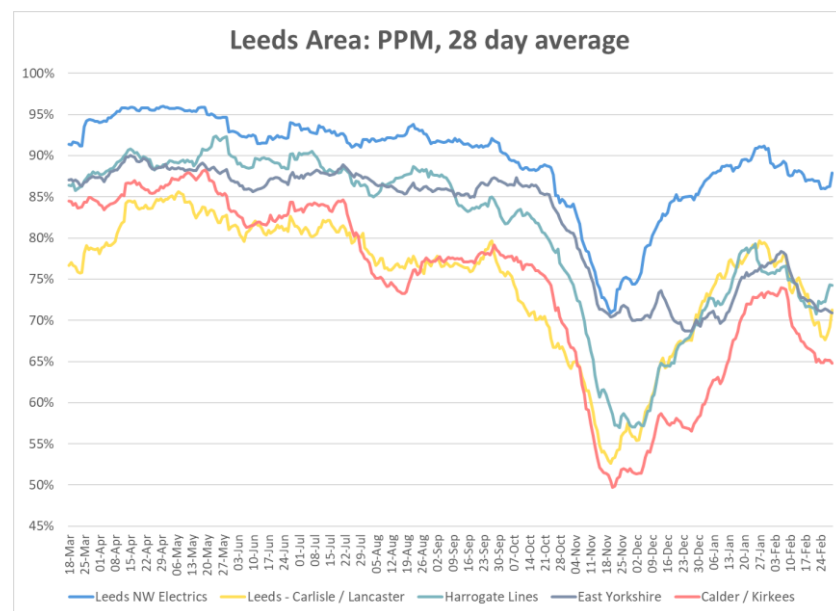

Source: Northern

Appendix 3: Northern Service Group Analysis

Leeds Area: Public Performance Measure

The chart below shows recent PPM figures for Leeds NW Electrics, Carlisle / Lancaster, Harrogate, East Yorkshire and Calder / Kirklees. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

The PPM chart shows an overall decline in performance since January. Ongoing traincrew and fleet issues have contributed to this, as well as disruption caused by adverse weather conditions. Calder / Kirklees services have been the worst affected, with PPM averaging approximately 65% for the last 28 days. Performance has improved for Leeds and Harrogate lines over the last week.
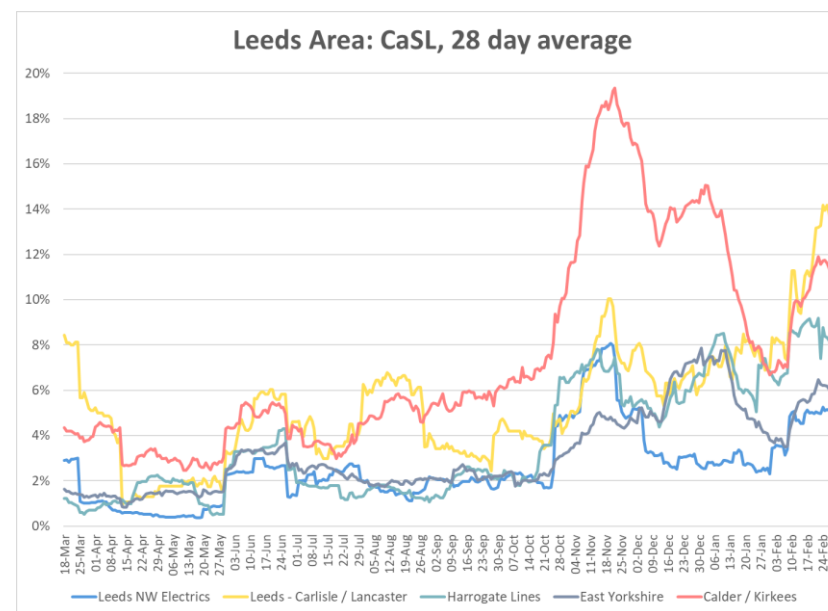
Leeds Area: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the Leeds area (the rail industry's CaSL measure). A 28-day moving average is used.

The CaSL statistics reveal a considerable increase in the level of cancellations and seriously late trains for Calder / Kirklees and Carlisle / Lancaster services since the end of December 2019, increasing from approximately 7% to 12%. CaSL for the other services have seen a slight average rise overall in the period since January. This has either levelled off or decreased over the last week.

Leeds Area: PPM, 28 day average

Leeds Area: CaSL, 28 day average

Leeds NW Electrics
Leeds / Bradford FS – Skipton
Leeds / Bradford FQ – Ilkley
Leeds – Bradford Foster Square

Leeds – Carlisle / Lancaster
Leeds – Lancaster / Morecambe
Leeds – Carlisle
Harrogate Lines
Leeds – Harrogate – York
Leeds – Knaresborough

East Yorkshire
Hull – Scarborough
Hull – York
Leeds – Selby
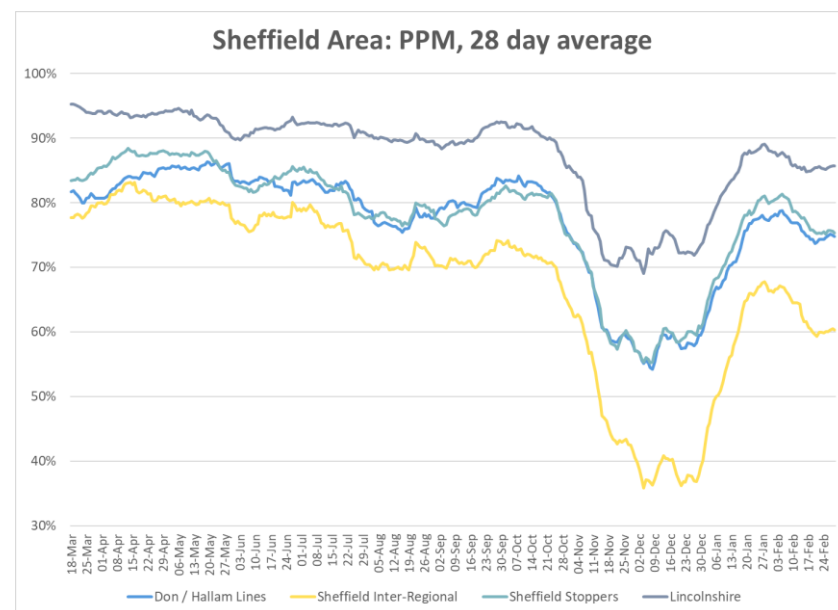Leeds – York
York – Huddersfield

Calder / Kirkees
Blackpool North – Leeds/Yrk
Blackpool Nth – Leeds
Huddersfield – Wakefield Kirkgate
Southport – Leeds
York/Selby – Manchester Victoria

*Please note all numbers are provisional as supplied prior to final reconciliation.

Sheffield Area: Public Performance Measure

The chart below shows recent PPM figures for Don / Hallam lines, Lincolnshire, and inter-regional / stopping services around Sheffield. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

The statistics show PPM to slightly decrease for all service groups following considerable improvement throughout January. With the exception of Inter-Regional services, all other service groups in the Sheffield Area are performing at PPM scores slightly below those experienced just before the downturn in October and November 2019. The 28-day average PPM for Inter-regional services is currently at 60%. Ongoing fleet and traincrew-related issues have contributed to this, as well as multiple track circuit failures.

Sheffield Area: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the Sheffield area (the rail industry's CaSL measure). A 28-day moving average is used.

The CaSL statistics reveal an increase in the level of cancellations and seriously late trains for Sheffield Area services since January (but not to December 2019 levels). This increase has been more significant for Sheffield Inter-Regional services which have averaged 14% for the last 28 days. For Don / Hallam and stopping services, the average CaSL has decreased slightly in recent weeks.

Sheffield Area: PPM, 28 day average

Sheffield Area: CaSL, 28 day average

Don / Hallam Lines
Leeds – Sheffield via Moorthorpe
Doncaster – Leeds
Leeds – Barnsley -Sheffield (Stoppers)
Leeds – Knottingley
Goole – Leeds

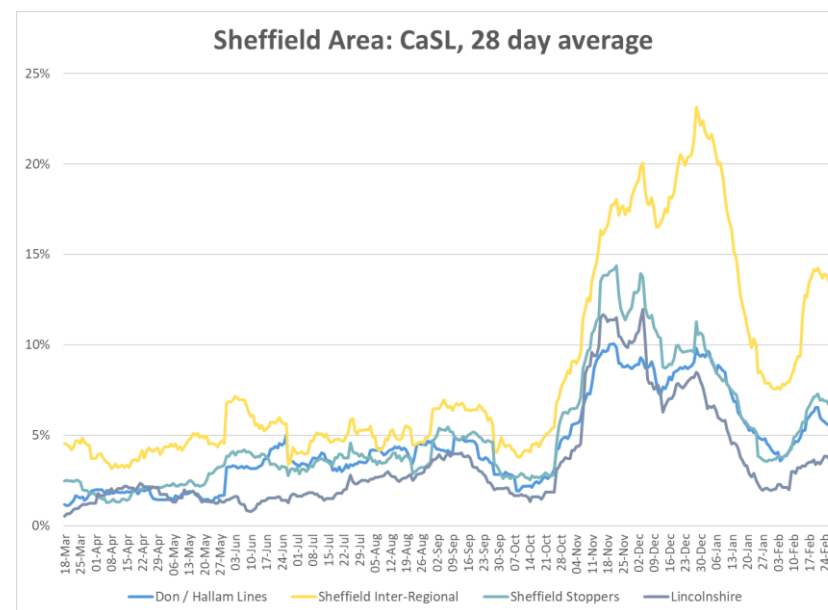**Sheffield Inter-Regional**
Leeds – Lincoln via Sheffield
Leeds – Nottingham
Nottingham – Sheff – Barnsley – Leeds

Sheffield Stoppers
Adwick – Sheffield
Hull – Sheffield
Sheffield – Huddersfield
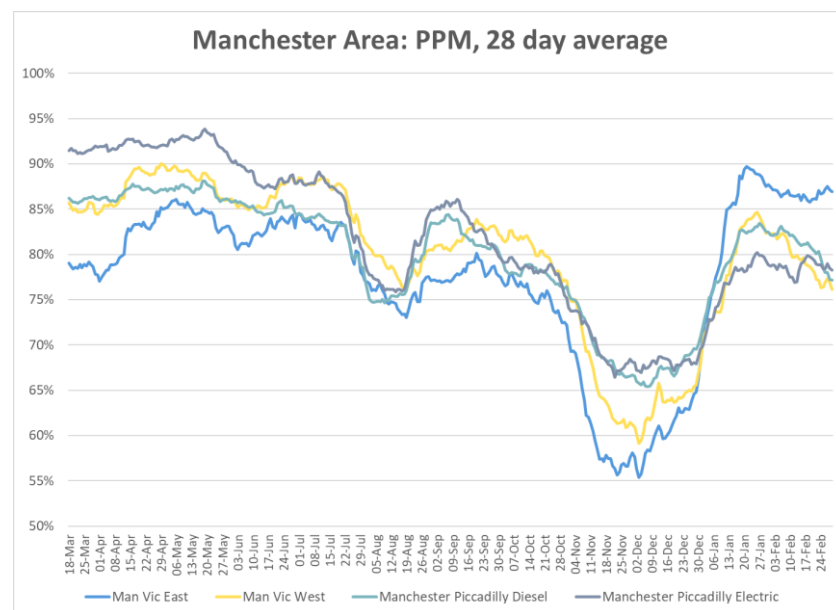Sheffield – York

Lincolnshire
Cleethorpes – Gainsborough
Barton on Humber – Cleethorpes
Doncaster – Scunthorpe
Sheffield – Lincoln

*Please note all numbers are provisional as supplied prior to final reconciliation.

Manchester Area: Public Performance Measure

The chart below shows recent PPM figures for Manchester-based service groups serving Piccadilly and Victoria. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

The chart shows that average PPM scores for the last 28 days are similar to those reported at the beginning of January. Manchester Victoria East services which experienced PPM scores as low as 55% in December 2019 are now performing at a PPM of approximately 87%. There has been a downwards trend throughout February for all other service groups, which are averaging 70-72%. Ongoing fleet and traincrew-related issues have contributed to this, as well as incidents including track circuit failure and axel counter failure.

Manchester Area: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the Manchester area (the rail industry's CaSL measure). A 28-day moving average is used.

Manchester Victoria East and Manchester Piccadilly Electric/Diesel services have remained stable compared to the previous period month, with CaSL averaging between 3% and 7% for the last 28 days. The level of cancellations for Manchester Victoria West services has increased to some extent since January, with the overall average CaSL decreasing from approximately 6%, to 9% in recent weeks.

Manchester Area: PPM, 28 day average

Manchester Area: CaSL, 28 day average

Man Vic East
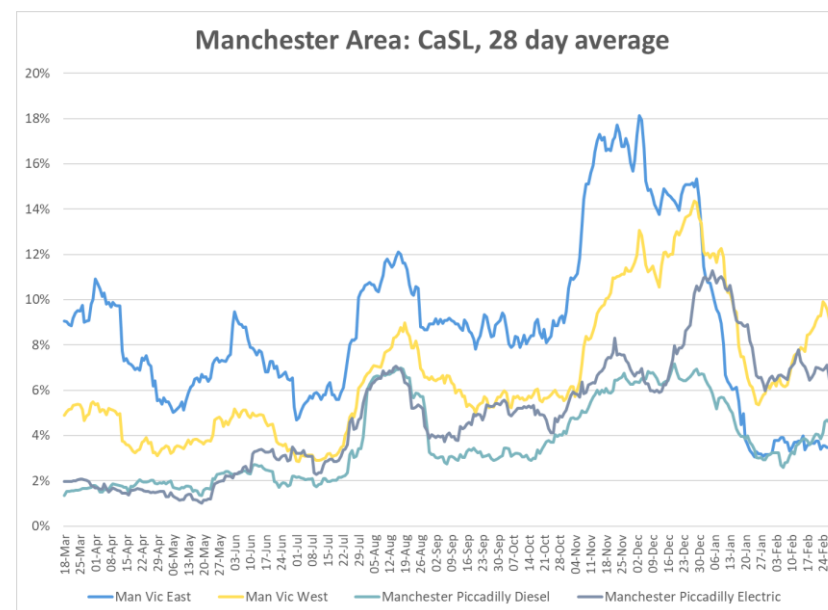Blackburn – Man Vic via Todmorden
Man Vic – Castleton – Rochdale
Man Vic – Stalybridge

Man Vic West
Clitheroe – Man Vic via Bolton
Kirby – Man Vic
Rochdale – Blackburn
Wigan – Stalybridge

Manchester Piccadilly Diesel
Man Picc – Huddersfield
Man Picc – Chester
Man Picc – Marple/Rose Hill
Man Picc – New Mills Central
Man Picc – Sheffield
Man Picc/Deansgate – Hazel Grove – Buxton
Southport – Alderley Edge

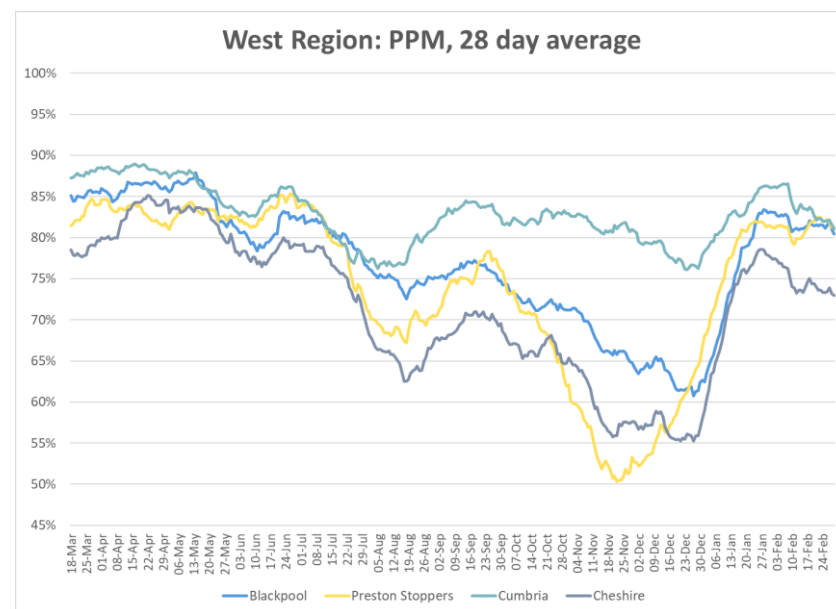**Manchester Piccadilly Electric**
Man Picc – Stockport – Alderley Edge/Crewe
Man Picc – Crewe via Stockport
Man Picc – Crewe via Man Airport
Man Picc – Hadfield
Man Picc – Hazel Grove
Man Picc – Macclesfield – Stoke On Trent

*Please note all numbers are provisional as supplied prior to final reconciliation.

West Region: Public Performance Measure

The chart below shows recent PPM figures for Blackpool, Preston, Cumbria and Cheshire service groups. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

Cumbria, Blackpool, and Preston services have performed at a high PPM score over the last 28 days, averaging just over 80%. Cheshire-based services continue to perform at a lower PPM, which has decreased to below 75% since January. Ongoing traincrew and fleet issues have contributed to this, as well as disruption caused by adverse weather conditions.

West Region: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the West Region. A 28-day moving average is used.

In line with the PPM scores, the level of cancellations and seriously late trains is once again on the rise, particularly for Cheshire-based services. For this service group, the average CaSL figures have increased from around 6% to 11% for the last 4 weeks. The graph shows that for all other services, CaSL figures have begun to rise recent weeks, averaging between 5% and 8%.

West Region: PPM, 28 day average

West Region: CaSL, 28 day average

Blackpool
Blackpool Nth – Liverpool
Blackpool Nth – Liverpool (Stoppers)
Blackpool Nth – Man Airport (Express)
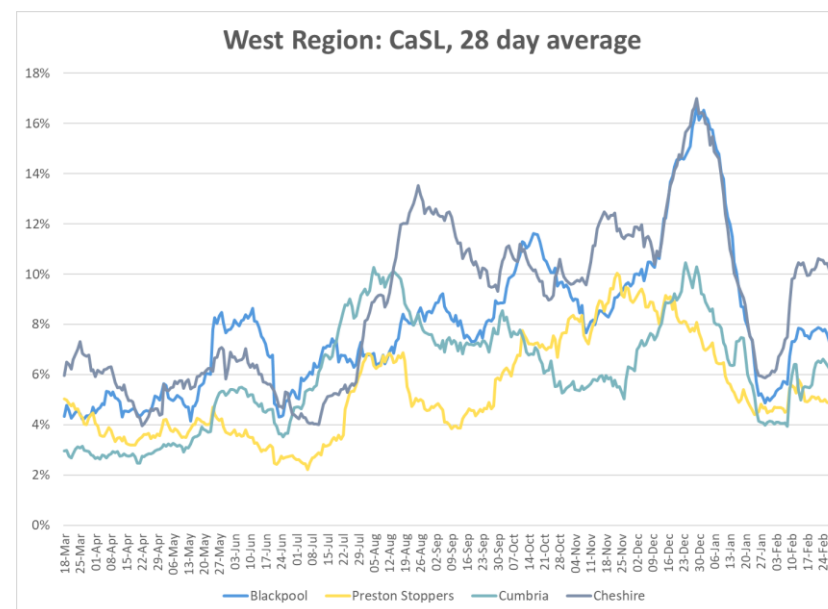Blackpool Nth – Preston
Liverpool – Preston – Blackpool

Preston Stoppers
Blackpool South – Colne
Man – Blackpool Nth (Stoppers)
Man – Preston (Stoppers)
Preston – Ormskirk

Cumbria
Barrow – Preston
Cumbria Coast
Lancaster – Morecambe
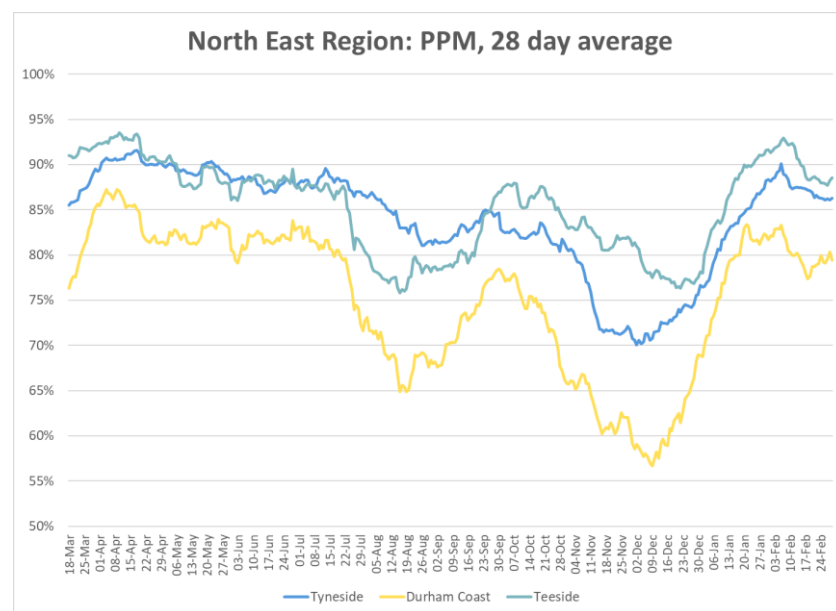Man Airport – Preston / Barrow
Windermere – Oxenholme

Cheshire
Liverpool – Crewe via Man Picc
Liverpool – Man Airport via Warrington Central
Liverpool – Oxford Road via Warrington Central
Liverpool – Wigan North Western
Liverpool – Warrington BQ – Ellesmere Port

*Please note all numbers are provisional as supplied prior to final reconciliation.

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North East Region: Public Performance Measure

The chart below shows recent PPM figures for Tyneside, Durham Coast and Teeside service groups. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

The regional comparison in Appendix 2 shows that the North East Region continues to perform at a higher PPM overall. Performance has decreased slightly for all services since the end of January, with the average PPM score varying between 79% and 88%.

North East Region: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the North East Region area (the rail industry's CaSL measure). A 28-day moving average is used.

As for the PPM statistics, the level of cancellations and seriously late trains has stabilised somewhat since the end of December, particularly for Durham Coast services. For the last 28 days, the average CaSL figures range between approximately 3% and 5% for all North East services.

North East Region: PPM, 28 day average

North East Region: CaSL, 28 day average

Tyneside
Chathill – Newcastle
Saltburn – Chester Le Street – Carlisle
Newcastle – Carlisle
Newcastle – Hexham

Durham Coast
Newcastle – Middlesbrough
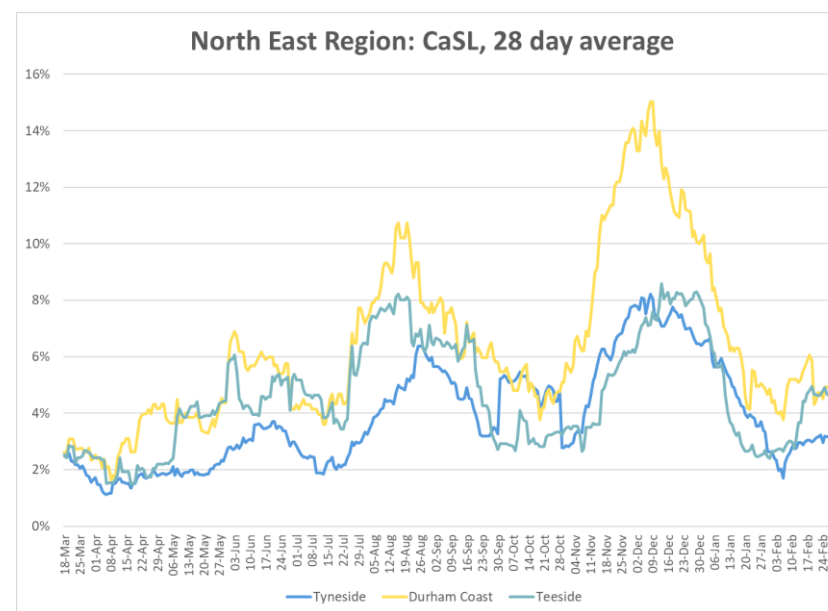
Teeside
Saltburn – Bishop Auckland
Whitby – Middlesbrough

*Please note all numbers are provisional as supplied prior to final reconciliation.
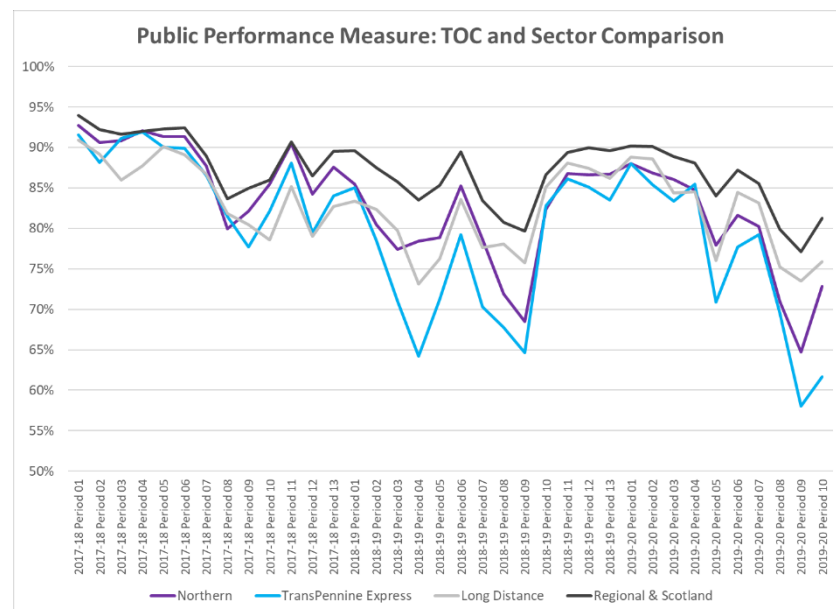
Appendix 4: National Comparisons

Public Performance Measure

The chart below shows the PPM for Northern, TPE, long distance operators and regional operators, from April 2017 to early January 2020 (Period 10).

Northern's PPM is lower than the national average for regional operators, which is partly due to the age of their rolling stock. Deterioration in performance between Period 7 and Period 9 impacted Northern services to a greater extent. Period 10 figures show an increase in PPM to an average of approximately 73%, which is 10% lower than a year ago.

TPE's PPM was previously slightly higher than the industry average for long distance operators, but since April 2018 it has been lower than the sector average. Period 10 figures show an improvement from Period 9 when the average PPM was 58%. Averaging 62%, the PPM was 21% lower than a year ago.

Source: ORR website

Cancelled / Over 30 mins Late

The chart below shows the percentage of Cancelled / Seriously Late trains for Northern, TPE, long distance operators and regional operators, from April 2017 to early January 2020 (Period 10).

Northern's CaSL statistics have been similar to the national average for regional operators, though levels have exceeded this since June 2019. Averaging 9%, Northern's CaSL figures for Period 10 were approximately 3% higher than the average for regional operators.

For the first half of 2019, TPE's CaSL statistics were broadly in line with the industry average for long distance operators, but have since been considerably higher, particularly between Period 7 and Period 10. Averaging 26%, TPE's CaSL figures for Period 10 were approximately 14% higher than the average for long distance operators.
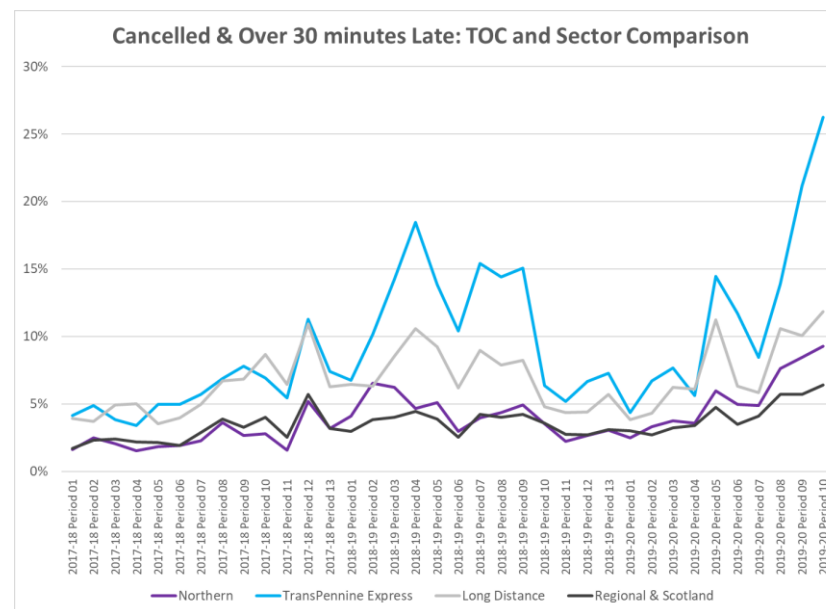
Source: ORR website

Complaints per 100,000 passenger journeys

The table below shows the number of complaints per 100,000 passenger journeys for franchised operators. Data is shown quarterly and runs to 2019/20 Quarter 2 (July, August and September 2019). TOCs have been ranked according to the latest Quarter's results.

TPE's complaints rate has increased since 2018-2019 Quarter 2, from **53.4** to **61.8**. Over the past 4 years, its rank has increased from 12th to 14th.

Northern's complaints rate has decreased since 2018-2019 Quarter 2, from **56.5** to **24.9**. Over the past 4 years, its rank has come down from 13th to 8th.

Franchised Operator	2016-17 Quarter 2	2016-17 Quarter 3	2016-17 Quarter 4	2017-18 Quarter 1	2017-18 Quarter 2	2017-18 Quarter 3	2017-18 Quarter 4	2018-19 Quarter 1	2018-19 Quarter 2	2018-19 Quarter 3	2018-19 Quarter 4	2019-20 Quarter 1	2019-20 Quarter 2
Caledonian Sleeper	:	228.8	72.5	195.5	154.5	123.1	60.7	123.2	122.8	270.4	114.9	205.7	394.1
Virgin Trains West Coast	144.1	135.5	165.9	157.6	154.2	155.7	177.2	191.4	168.5	141.5	153.0	143.0	170.3
London North Eastern Railway	66.4	101.2	103.1	95.7	142.2	134.7	96.1	102.7	117.2	102.7	130.3	126.5	150.2
CrossCountry	59.9	53.8	52.2	42.0	56.8	77.8	85.1	58.7	63.4	64.6	48.6	52.9	65.1
Great Western Railway	26.9	25.8	38.7	38.6	43.5	51.7	61.7	61.2	78.7	63.3	51.1	52.3	56.3
TransPennine Express	22.8	27.8	61.4	41.3	36.9	42.6	57.9	50.0	53.4	76.2	60.6	48.9	61.8
East Midlands Trains	54.2	38.9	47.9	51.9	45.8	55.2	54.0	43.9	59.5	71.6	54.1	48.7	78.0
TfW Rail	74.7	28.0	35.3	105.8	46.2	54.0	61.2	60.9	71.4	50.8	46.7	42.2	64.0
ScotRail	25.5	24.1	22.9	24.0	29.3	30.6	30.3	22.7	28.7	29.6	42.0	30.6	27.1
Greater Anglia	51.9	67.5	67.4	57.9	52.1	48.3	59.6	30.9	34.0	38.5	36.3	28.2	40.7
c2c	31.5	35.3	30.2	22.3	22.2	21.1	18.6	26.2	20.9	28.9	22.5	27.6	30.8
Northern	15.5	17.8	23.1	16.0	18.2	13.2	13.8	25.9	56.5	51.6	40.5	24.5	24.9
West Midlands Trains	35.2	39.4	33.9	31.4	31.0	38.5	28.2	20.7	21.2	19.0	18.5	23.2	34.7
South Western Railway	23.5	24.6	17.6	22.2	20.4	23.1	21.4	19.1	24.3	23.7	28.4	20.3	21.7
Chiltern Railways	33.1	28.9	27.8	24.2	24.3	22.9	21.7	21.3	24.2	22.2	23.9	19.8	23.3
Southeastern	23.8	27.6	32.9	27.2	26.7	28.3	37.1	32.5	24.7	22.0	26.0	16.9	15.0
Govia Thameslink Railway	31.6	32.1	29.3	16.2	19.2	16.3	12.8	20.0	20.2	12.8	11.8	11.6	17.8
Merseyrail	8.5	9.4	12.1	8.1	8.4	11.1	8.7	5.8	10.1	9.5	10.8	7.2	8.7
TfL Rail	2.2	3.6	2.9	1.7	1.6	3.1	3.9	2.4	2.6	2.9	2.2	1.9	2.3
London Overground	2.4	1.9	1.5	1.2	1.3	2.1	2.3	1.0	0.7	0.6	0.5	0.5	0.6

Source: ORR website. Data for the current year are provisional.

List of Background Documents:

There are no background papers to this report.

Required Considerations

Equalities:

Age		No
Disability		No
Gender Reassignment		No
Pregnancy and Maternity		No
Race		No
Religion or Belief		No
Sex		No
Sexual Orientation		No

Consideration	Comment	Responsible Officer	Director
Equalities	A full impact assessment has not been carried out because the report is for noting.	David Hoggarth	David Hoggarth

Environment and Sustainability

	No

Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report is for noting.	David Hoggarth	David Hoggarth

Legal

	No

Consideration	Comment	Responsible Officer	Director
Legal	There are no apparent legal implications for Transport for the North – the rail franchise contract authority is the DfT.	Deborah Dimock	Julie Openshaw

Finance

	No

Consideration	Comment	Responsible Officer	Director
Finance	There are no financial implications for Transport for the North.	Gareth Sutton	Iain Craven

Resource

	No

Consideration	Comment	Responsible Officer	Director
Resource	The HR Team have confirmed there are on direct resource implications as a result of this report.	Stephen Hipwell	Dawn Madin

Risk

	No

Consideration	Comment	Responsible Officer	Director
Risk	A risk assessment is not required.	David Hoggarth	David Hoggarth

Consultation

	No

Consideration	Comment	Responsible Officer	Director
Consultation	A consultation has not been carried out because the report is for noting and discussion.	David Hoggarth	David Hoggarth