

## Association of Rail North Partner Authorities

**Meeting date:** Thursday 22 September 2016

**Item:** 7

**Subject:** Long Term Rail Strategy Performance Metrics

**Author(s):** David Hoggarth

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### 1. Purpose of report

- 1.1. To provide the Association with information about the development of performance metrics to track progress of the delivery of the Long Term Rail Strategy.

### 2. Recommendations

- 2.1. That the Association notes the development of performance metrics and endorses use of the metrics to help shape future plans for investment.

### 3. Information

- 3.1. Following a consultation, Rail North adopted a Long Term Rail Strategy (LTRS) in 2014. This sets out Rail North's aspirations for the development of rail services and infrastructure over a 20-year period and is being used to shape the approach to franchises and infrastructure.
- 3.2. The LTRS was reviewed in 2014 and at that time, members requested that a set of performance metrics be developed to help analyse trends and track progress. That has been developed through a small piece of consultancy work during 2016.
- 3.3. The work is nearly complete and a set of performance metrics is now available for usage.
- 3.4. The metrics cover:
  - Connectivity and Supporting Economic Growth
  - Adequate provision of Capacity
  - Improving the Quality Coherence of the Railways
  - More Efficient Cost Effective Railway
  - Reducing Environmental Impact
- 3.5. The detailed coverage of the metrics is set out in Appendix A.
- 3.6. There will be a short presentation at the meeting providing an example of the information available.
- 3.7. The completion of the work will include an analysis of the available data and will highlight areas for Rail North to focus on in future planning (for example making the case for future industry funding).

## Appendix A: LTRS Metrics

- **Headline metric**
  - number of station entries
- **Centre-to-centre connectivity**
  - Average GJT between Regional Centres (mins)
  - Total number of connections between Regional Centres (trains per hour)
  - Overall satisfaction with trip
  - Rail journey time compared to car time between key centres
- **Journeys to Work**
  - Numbers of trains meeting key commuting times at IUM centres
- **To London, other National Centres and International Gateways**
  - Frequency of trains to centres
  - Rail journey time compared to car time between key centres
  - Frequency of trains to centres
  - Access to Retail, Leisure and Tourism
- **How similar SO and SuO frequencies are to weekdays at IUM centres**
  - Timing of first and last trains at IUM centres
  - Earliest/latest trains at Regional Centre SX
- **Capacity for Peak and Off-Peak Demand**
  - Proportion of trains with standing passengers
  - PIXC in peak periods
- **Capacity and Capability for Freight Growth**
  - % of selected network km cleared to gauge and axle loads limits
- **Better Integration between Rail Services**
  - Integration Between Rail Services - Avg Rating
- **Improved Rolling Stock Quality**
  - Average age of rolling stock by TOC (years)
  - Average Rating of Rolling Stock by NRPS category
- **Increased Service Reliability and Performance**
  - Public Performance Measure (PPM) and Cancellations and Seriously Late (CaSL)
  - Total Delay (mins) and source of delay

- Improved Access to the Network
  - % of Stations that have step-free access
  - Rating for access to the Network (PT Access, Cycle access All Users)
  - The total number of car park spaces
  - Rating for access to the Network (Car Access, All Users)
  
- More Effective Information Provision
  - % of stations with CIS departure screens
  - Rating of station where train was boarded
  - Rating of train boarded
  
- Modernised Ticketing Methods
  - % of Passengers Paying for Ticket by retail channel (phone, internet, station, TVM)
  
- Improved Safety and Security
  - % of Stations that have 'Secure Station Accreditation' status
  - Rating of station
  - Rating of train
  
- Improve Attractiveness of Rail Travel at Off-peak Times
  - Still to be decided but likely to be related to count data
  
- Reducing the Operating Cost
  - Cost per train-km by TOC (£)
  
- More Efficient Use of Energy
  - Electrified route-kms