

Rail North Committee Meeting – Item 4

Subject: Rail Performance Update

Author: Tom Davidson, Transport Planner

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Thursday 6 December 2018

1. **Executive Summary:**

- 1.1 This report provides an update on rail performance. Richard George who, as an independent expert, is advising on performance matters will attend the meeting.

2. **Recommendation:**

- 2.1 That the Board **notes** the report and discusses industry plans on performance.

3. **Performance Recovery:**

- 3.1 The period since the May 2018 timetable change has been a period of significant service instability, with multiple cancellations and delays leading to a significant loss in confidence in the railway industry as a whole. Network Rail and the train operators have been implementing action plans to stabilise and improve performance.
- 3.2 Richard George is now assisting with railway industry performance improvement in the region covered by Transport for the North. He is an independent railway expert and not employed by, nor aligned to, any of the train operating companies or their owning groups, nor to Network Rail, nor to the DfT or TfN.
- 3.3 Richard will be attending the meeting to provide an update to Committee Members. Northern and TPE will also provide further information to the meeting.

4. **Performance Overview:**

- 4.1 Following the problems surround the introduction of the new timetable from 20th May 2018, the Rail North Partnership has been closely monitoring the performance of the network.
- 4.2 Northern operated an interim timetable from 4th June 2018. This removed 168 services a day to address the high number of

cancellations caused by the mismatch of driver training with route and rolling stock knowledge.

- 4.3 Northern then reinstated 75% of these services from 30th July and half the remaining cancelled services on 3rd September. The remaining 22 suspended services will be restored from 9 December 2018.
- 4.4 Charts of Public Performance Measure (PPM), cancellations and short formations are included in Appendix 1. PPM and cancellation charts cover from the period 20th May 2018 to 22nd November 2018. The short forming chart covers the financial years 2016/17, 2017/18 and 2018/19 to date (i.e. the full period since the start of the current franchises).
- 4.5 An overview of performance since 20th May 2018 is set out below for each operator.

5. Northern Performance

Public Performance Measure

- 5.1 Northern's Public Performance Measure (PPM) averaged 70% in the first two weeks of the new timetable, prior to the introduction of the interim timetable. From 4th June to 29th July, the interim timetable ran at an average of 79.9% PPM.
- 5.2 In the last 4 weeks (26th October to 22nd November) PPM has averaged 70.8%. This compares to a year ago when in November 2017 the average PPM figure was 82.5%.

Cancellations

- 5.3 In the last 4 weeks (26th October to 22nd November), an average of 40 Northern services have been cancelled (or part-cancelled) each day, with approximately 30% of these being caused by Network Rail / other TOCs. These cancellations are in addition to the services removed from the timetable (22 services per weekday).
- 5.4 Northern have continued to implement pre-planned cancellations on Sundays in the North West. This typically involves around 80 cancellations, focused on certain routes.

Short Formations

- 5.5 Northern services have seen an increase in short formations over the last year, with Period 7 (16th September to 13th October) showing an average of over 21 per day. This is due to autumn conditions, the stretch on rolling stock resources and fleet reliability issues.

6. TransPennine Express Performance

Public Performance Measure

- 6.1 TPE's Public Performance Measure (PPM) averaged 62.9% in the first two weeks of the new timetable, prior to the introduction of Northern's interim timetable. From 4th June to 29th July, the interim timetable ran at an average of 68.5% PPM.
- 6.2 In the last 4 weeks (26th October to 22nd November) PPM has averaged 66.4%. This compares to a year ago when in November 2017 the average PPM figure was 80.0%.

Cancellations

- 6.3 In the last 4 weeks (26th October to 22nd November), an average of 39 TPE services were cancelled (or part cancelled) each day, with only 55% of these being caused by Network Rail / other operators.

Short Formations

- 6.4 TPE services have seen an increase in short formations, with Period 7 (16th September to 13th October) showing 105 short formations. The increase in the latest few periods has been largely caused by fleet issues.

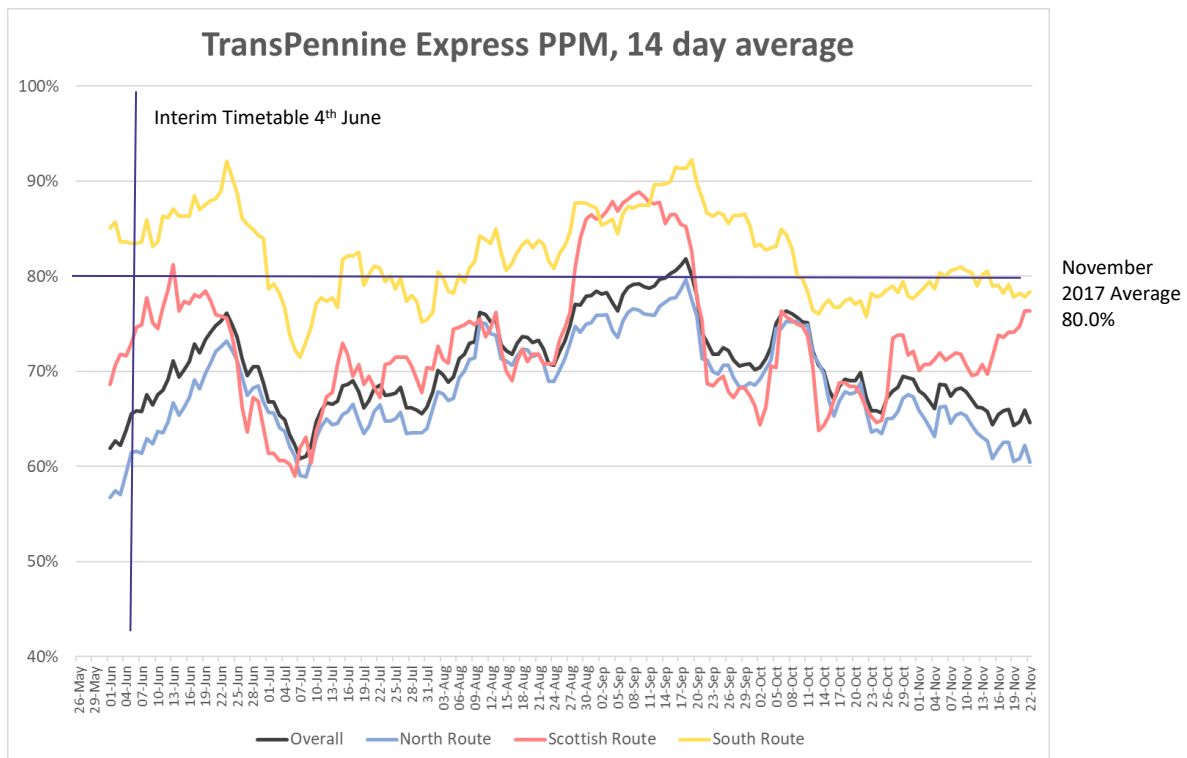
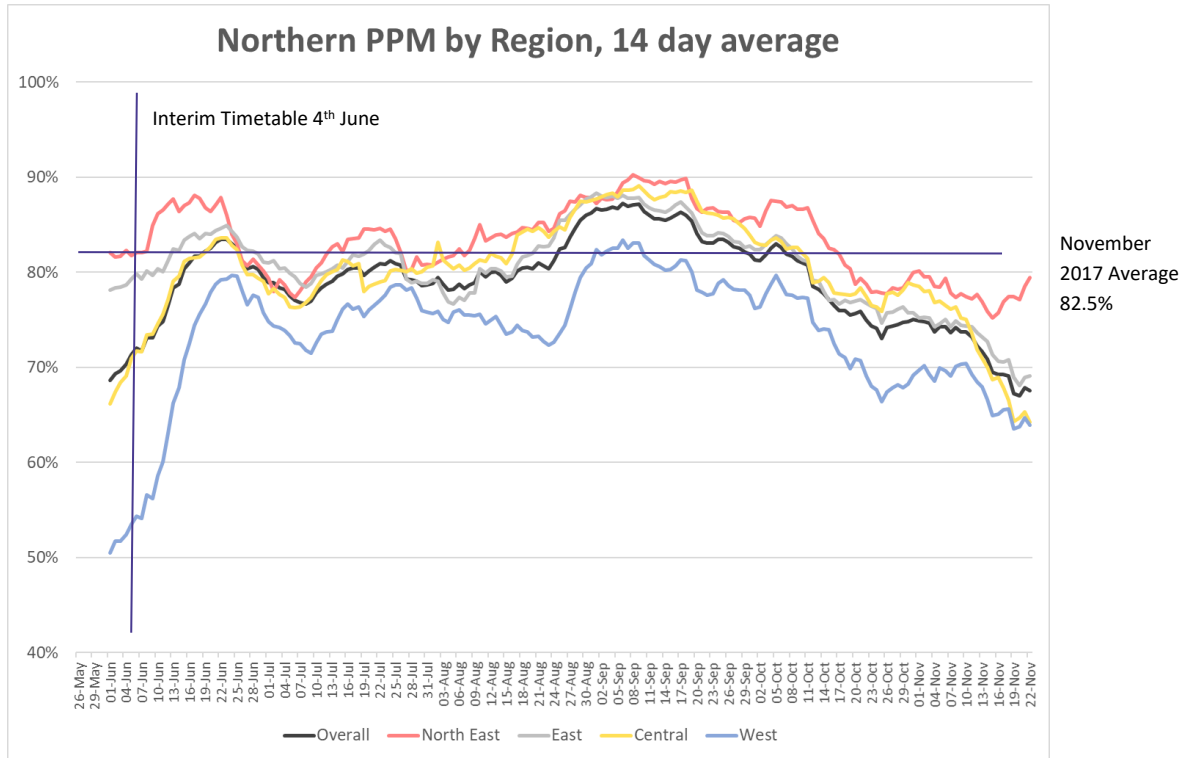
7. Next Steps

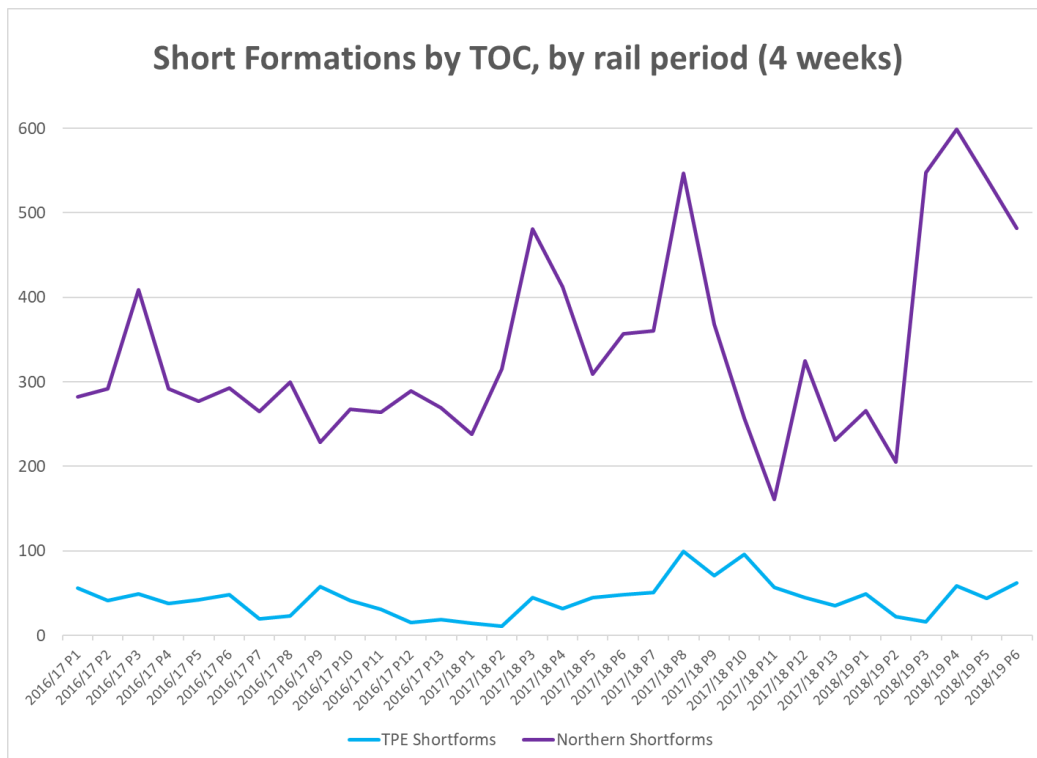
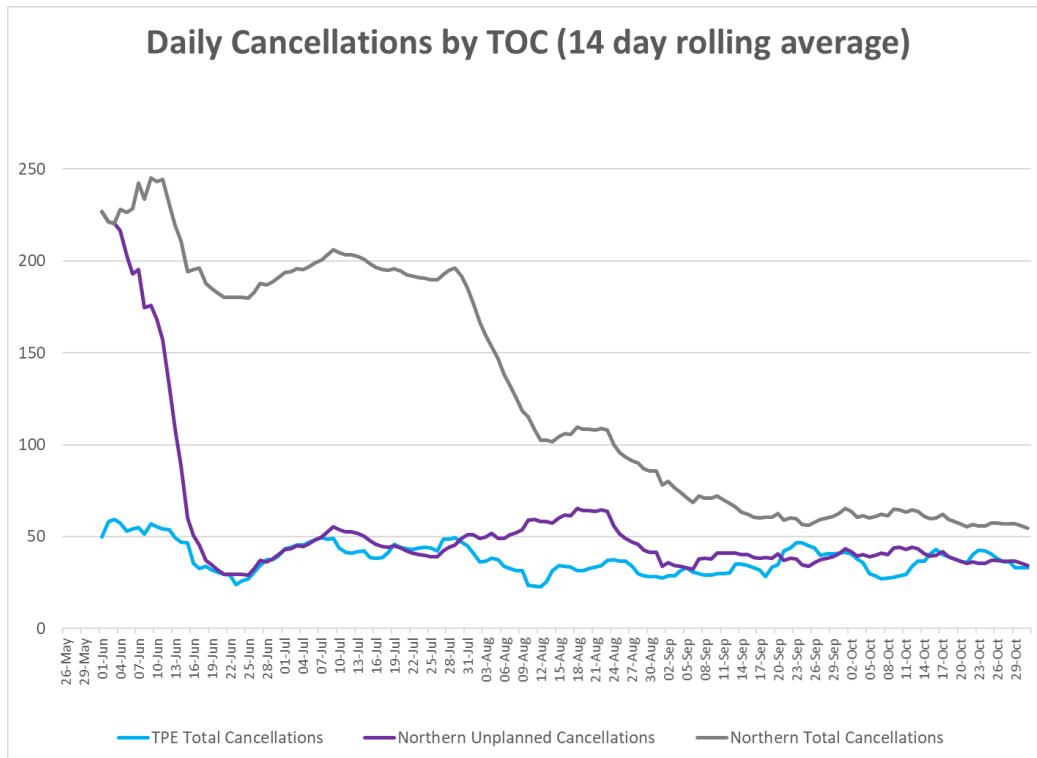
- 7.1 For Northern the Rail North Partnership is continuing to analyse current performance and work with the industry to bring forward initiatives that will improve performance.
- 7.2 The industry is implementing a number of performance improvement measures from December 2018, including the extension of short turnrounds and the split of stopping services either side of Huddersfield.

8. Appendices

- 8.1 Appendix 1: Performance Charts

Appendix 1: Performance Charts





List of Background Documents

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.	Strategic Rail Director	Strategic Rail Director

Environment and Sustainability

	No
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Consideration	Comment	Responsible Officer	Director
Sustainability / Environment	A full impact assessment has not been carried out because the report is for noting.	Strategic Rail Director	Strategic Rail Director

Legal

	No
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Consideration	Comment	Responsible Officer	Director
Legal	There are no legal implications for TfN – the rail franchise contract authority is the DfT.	Strategic Rail Director	Strategic Rail Director

Finance

	No
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Consideration	Comment	Responsible Officer	Director
Finance	There are no financial implications for TfN.	Strategic Rail Director	Strategic Rail Director

Resource

	No
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Consideration	Comment	Responsible Officer	Director
Resource	There are no resource implications for TfN.	Strategic Rail Director	Strategic Rail Director

Risk

	No
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Consideration	Comment	Responsible Officer	Director
Risk	A risk assessment is not required.	Strategic Rail Director	Strategic Rail Director

Consultation

	No
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Consideration	Comment	Responsible Officer	Director
Consultation	A consultation has not been carried out because the report is for noting and discussion.	Strategic Rail Director	Strategic Rail Director