

TfN Rail North Committee Meeting – Item 5

Subject: May 2018 Timetable Update

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Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Thursday 12 July 2018

1. **Executive Summary:**

1.1 This paper updates the Rail North Committee on the May 2018 timetable change.

2. **Recommendation:**

2.1 That the report is **noted**.

3. **Issues:**

Background to the May 2018 Timetable Change

- 3.1 In January 2018 Network Rail notified the industry that the electrification of Manchester to Preston would not be complete by May. As a national recast of timetables was planned to happen for May 2018, it was not possible to 'roll over' the previous timetable.
- 3.2 TransPennine Express's timetable went ahead mostly as planned with the exception of routeing Scottish services via Wigan. Northern's timetable was developed in very short timescales and had to accommodate the lack of a key electrification scheme, leading to a lack of diesel trains due to delayed cascades of stock.
- 3.3 Following the timetable change, passengers have suffered from unacceptable levels of poor performance. Transport for the North called for actions to mitigate the impact on passengers including a compensation scheme for passengers. TfN also increased monitoring and provided additional resources to the Rail North Partnership who are responsible for the contractual aspects of the franchises.
- 3.4 To stabilise the timetable following performance issues encountered during the first two weeks of operation, Northern implemented an interim timetable from 4th June until 29th July. This reduced train

frequencies, particularly in the North West, to allow driver training works to be completed ahead of Liverpool Lime St reopening in July.

Structure of the Timetable

- 3.5 The May 2018 timetable included a number of service reductions, both in terms of frequency and train capacity. TfN member authorities have set out issues they would like to see rectified and these have been communicated to the Rail North Partnership.
- 3.6 In addition to the issues caused by delayed infrastructure, TfN member authorities also have concerns with the timetable originally bid for May. These include a number of potential non-compliances (with the specification) but also issues where the timetable is 'as planned' but stakeholders have raised issues with the timetable.
- 3.7 TfN will work through the Rail North Partnership to ensure compliance and consult with members to ensure that issues are monitored and addressed in future timetables.

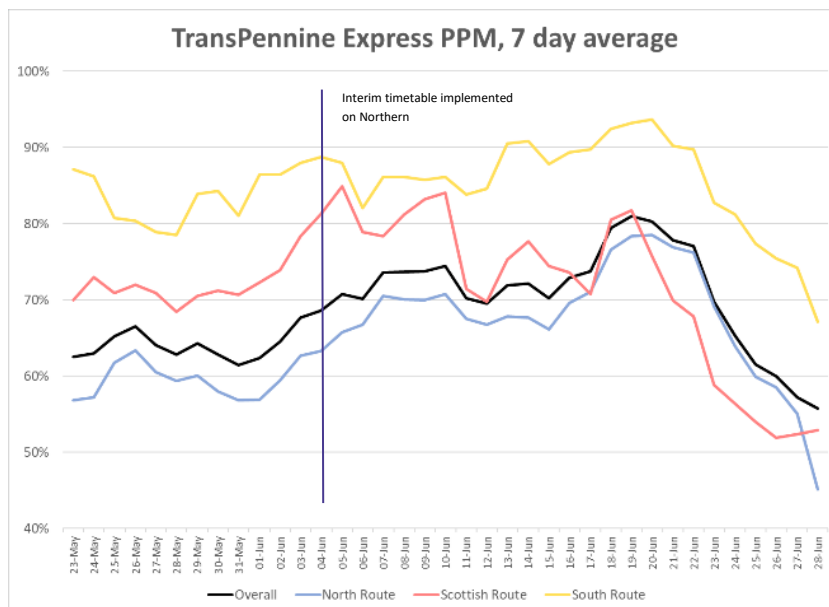
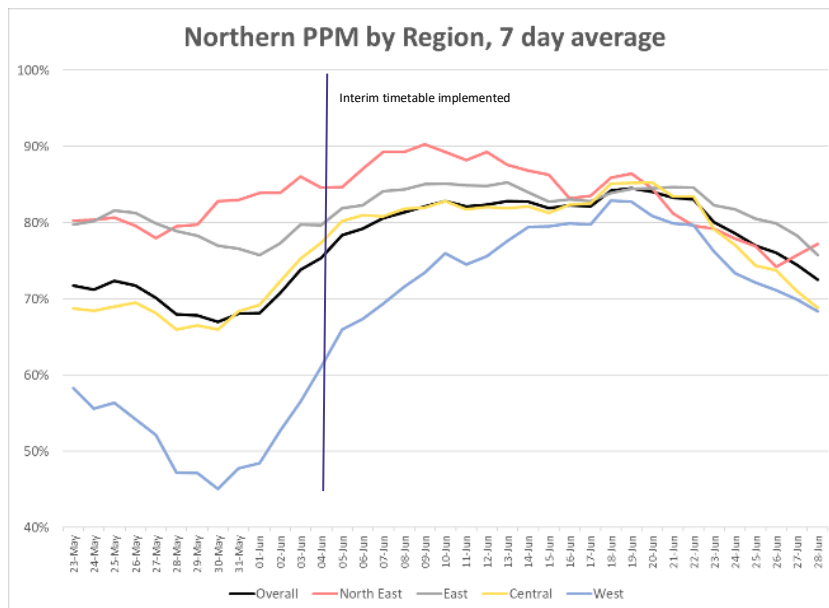
Capacity

- 3.8 Following the introduction of the May 2018 timetable regular reports are provided to TfN members, including some of the data used by the TOC management teams. Feedback from TfN members suggests that in addition to punctuality and reliability, capacity provision is a concern. As a result, short formation data will be included in future reports to TfN using the data available.
- 3.9 In addition, further feedback is being collated by TfN members about crowding 'hotspots' through observations and passenger information. This will then be managed and fed back to the Rail North Partnership, a process expected to be managed through a new interim Performance Manager role. The aim of this role is to help identify:
- Operational issues that should be addressed by the train operators.
 - Inadequacies with the timetable that should be addressed in future plans.

Current Performance

- 3.10 Since 20th May performance has generally improved, particularly following the implementation of Northern's interim timetable from 4th June.
- 3.11 However, recent results show some deterioration and both operators' plans are being closely scrutinised by Rail North Partnership.

- 3.12 Performance on TPE’s North Route is a concern for TfN member authorities, particularly in the North East. Newcastle, Middlesbrough and Scarborough services have been subject to cancellation following late running.
- 3.13 The industry measures performance through the Public Performance Measure (PPM) which shows the proportion of trains arriving within 5 or 10 minutes of booked time. The graphs below show a 7-day rolling average of PPM for Northern and TransPennine Express.



- 3.14 A shuttle service was reinstated on the Lakes Line (Oxenholme to Windermere) service from 2 July as a first step towards restoration of the full service.

Upcoming Risks

- 3.15 The following issues have been identified as having to the potential to further affect train service delivery:
- Resourcing the re-instatement of the May 2018 plan on 29th July
 - Completing driver training ahead of Liverpool Lime St re-opening (also 29th July)
 - Gauge clearance works ahead of the introduction of new rolling stock in late 2018
- 3.16 The Rail North Partnership will be monitoring these risks and issues and working with the industry to develop appropriate mitigations and action plans.

4. Options Considered:

- 4.1 There are no options for consideration as the report is for noting.

5. Considerations:

- 5.1 There were no alternative options considered.

6. Preferred Option:

- 6.1 The preferred option is to note the report.

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 relates to the May 2018 timetable which has already been implemented.	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 relates to the May 2018 timetable which has already been implemented.	Strategic Rail Director	Strategic Rail Director

Legal

	No
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Consideration	Comment	Responsible Officer	Director
Legal	<i>TfN Legal Team</i> have confirmed there are no legal implications.	Strategic Rail Director	Strategic Rail Director

Finance

	No
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Consideration	Comment	Responsible Officer	Director
Finance	TfN Finance Team has confirmed there are no financial implications.	Strategic Rail Director	Strategic Rail Director

Resource

	No
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Consideration	Comment	Responsible Officer	Director
Resource	TfN HR Team has confirmed there are no resource implications.	Strategic Rail Director	Strategic Rail Director

Risk

	No
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Consideration	Comment	Responsible Officer	Director
Risk	Relevant risks are described in the report.	Strategic Rail Director	Strategic Rail Director

Consultation

Yes	
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Consideration	Comment	Responsible Officer	Director
Consultation	Rail North member authorities have been consulted through Office Reference Group meeting and email contact.	Strategic Rail Director	Strategic Rail Director