

# Transport for the North Board Meeting– Item 9

**Subject:** Rail Performance

**Author:** Tom Davidson, Transport Planner

**Sponsor:** David Hoggarth, Strategic Rail Director

**Meeting Date:** Thursday 7 February 2019

## **1. Purpose of the Report:**

- 1.1 This report provides an update on rail performance, with summary statistics provided for both Northern and TransPennine Express (TPE).

## **2. Executive Summary:**

- 2.1 This report provides an update on rail performance with a focus on the period from 20<sup>th</sup> May 2018 to date. Industry representatives have been invited to the meeting to discuss performance improvement initiatives.

## **3. Overview:**

- 3.1 Following the problems arising from introduction of the new timetable from 20<sup>th</sup> May 2018, the Rail North Partnership has been closely monitoring the performance of the network. There has been a noticeable and welcome improvement in reliability following the introduction of the revised timetable in December, which was designed by the industry to improve the resilience of services. This improvement needs to be continued on a sustained basis in order to rebuild passenger confidence in the service being provided.
- 3.2 In response to TfN's request for an Independent Industry Expert to oversee the industry improvement plans Richard George was appointed by the Secretary of State for Transport. His appointment has provided a welcome pan-industry focal point.
- 3.3 His initial findings in November identified that the North of England has a much busier railway than it used to have and it requires greater operating discipline. There are significant capacity issues that will become worse as additional services are added. Operational planning and management centralisation has reduced the level of local knowledge, which had been key to responsive local operations. Some of the industry structural and governance issues are not helping. There

---

are no overnight 'quick fixes' and many of his suggested changes will take medium to long term effort.

- 3.4 Rail North Committee members received a copy of the draft recommendations last month. Richard George will present a summary of his recommendations to the TfN Board and a copy of the slides are included as Appendix 1. If performance stability is to be restored to acceptable levels, it is essential that the recommendations are translated to an industry Action Plan, with clear allocation of responsibility and accountability for achieving the required outcomes by specific points in time. Rail North Committee will monitor the industry's implementation of the industry Action Plan.
- 3.5 Northern operated an interim timetable from 4<sup>th</sup> June 2018, removing 168 services a day. 75% of these were reinstated on 30<sup>th</sup> July, with half the remaining services re-instated on 3<sup>rd</sup> September. The full timetable of almost 2,900 services per weekday was re-instated from 9<sup>th</sup> December 2018, along with some relatively limited service changes to support improved performance.
- 3.6 TPE's May 2018 timetable (with 301 services per weekday) was not altered until the timetable change on 9<sup>th</sup> December. Changes were made to improve performance, involving the extension of Manchester Airport turnround times and split of Leeds to Manchester stopping services either side of Huddersfield.
- 3.7 Charts of Public Performance Measure (PPM), cancellations and short formations are included in Appendix 2. An overview of performance since 20<sup>th</sup> May 2018 is set out below for each operator.

## **4. Northern Performance:**

### **4.1 Public Performance Measure**

Northern's Public Performance Measure (PPM) averaged 78.0% between 20<sup>th</sup> May 2018 and the start of the new timetable on 9<sup>th</sup> December. Over the last 28 days of operation (28<sup>th</sup> December to 24<sup>th</sup> January) PPM has averaged 88.5%. This is a welcome improvement however it is not yet back to the level of a year ago when in January 2019 the average PPM figure was 90.7%.

### **4.2 Cancellations**

From May 2018 to the December 2018 timetable change, an average of 57 trains were cancelled or part-cancelled each day, excluding trains planned to be removed from the timetable for performance reasons. Over the last 28 days of operation (28<sup>th</sup> December to 24<sup>th</sup> January), an average of 22 Northern trains have been cancelled (or part-cancelled) each day, with approximately 30% of these being caused by Network Rail / other TOCs.

Northern have continued to implement pre-planned cancellations on Sundays in the North West (excluded from the statistics above).

#### 4.3 **Short Formations**

From May 2018 to the December 2018 timetable change, an average of 22 trains were short formed each day. Since the December 2018 timetable change there has been a reduction in trains running with less than the required passenger capacity, with Period 10 (9<sup>th</sup> December to 5<sup>th</sup> January) showing an average of 10 per day. The improving figures reflect the increased availability of rolling stock and reduction in autumn conditions accompanying the start of the December 2018 timetable.

### **5. TransPennine Express Performance:**

#### 5.1 **Public Performance Measure**

TPE's Public Performance Measure (PPM) averaged 69.8% between 20<sup>th</sup> May 2018 and the start of the new timetable on 9<sup>th</sup> December. Over the last 28 days of operation (28<sup>th</sup> December to 24<sup>th</sup> January) PPM has averaged 88.2%. This is a welcome improvement and actually comes very close to the figure of a year ago when in January 2018 the average PPM figure was 88.6%.

#### 5.2 **Cancellations**

From May 2018 to the December 2018 timetable change, an average of 39 trains were cancelled or part-cancelled each day. Over the last 28 days of operation (28<sup>th</sup> December to 24<sup>th</sup> January), an average of 11.5 TPE trains were cancelled (or part cancelled) each day, with 48% of these being caused by Network Rail / other operators.

#### 5.3 **Short Formations**

From May 2018 to the December 2018 timetable change, an average of 69 trains were short formed each rail industry 4-weekly period. Since the December 2018 timetable change there has been a reduction in trains running with less than the formation stated in the train plan, with Period 10 (9<sup>th</sup> December to 5<sup>th</sup> January) showing a total of 54 short formations. This represents an average of around 2 short formations per day, but it should be noted that from the December timetable change there was a notable reduction in the number of trains planned to operate as 6 or 8 carriages.

---

## 6. Next Steps:

- 6.1 Representatives from Northern, TPE and Network Rail have been invited to the meeting to update on their performance improvement plans. The recent changes in service patterns and resulting improvements in performance from December 2018 are noted.
- 6.2 TfN is participating in 2 cross-industry workstreams, led by DfT, to resolve the current problems of severe congestion in central Manchester and Leeds. A key focus is on identifying what infrastructure would need to be provided to allow the reliable operation of existing services, both passenger and freight, and to cater for the additional services which are committed in the Northern Franchise Agreement and which the freight operating companies are pursuing.
- 6.3 The Castlefield corridor, from Deansgate Junction to Manchester Piccadilly, has until recently been carrying 13 passenger trains per hour and 1 freight train per hour. Under the expansion of services contracted through the Northern and TPE franchise agreements this was planned to increase to 16 passenger trains per hour and 1 freight train (in peak hours) in December 2019. Unfortunately, the existing infrastructure is insufficient to allow the reliable operation of those extra services, and it may be necessary to defer the introduction of a small number of the additional passenger services. Network Rail have been considering a wide range of options, some operational and some requiring investment, to improve passenger service reliability.
- 6.4 To illustrate the range of options being considered this has included discussion with freight operators to consider if there are alternatives to existing freight paths serving the key rail freight hub of Trafford Park. It should be noted that the freight trains which run in most hours of the day have firm 'track access rights', which cannot be rescinded without the agreement of the freight operating companies.
- 6.5 It is planned that these workstreams will be able to make some recommendations towards the middle of 2019.

## 7. Recommendation:

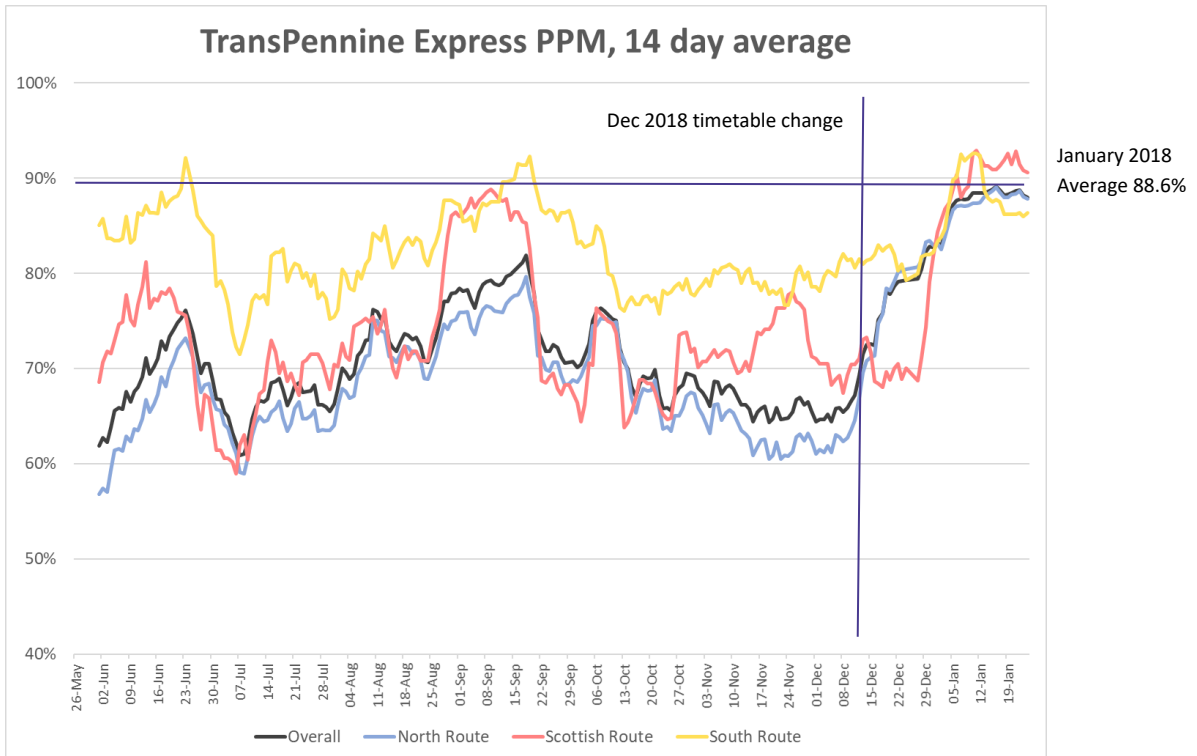
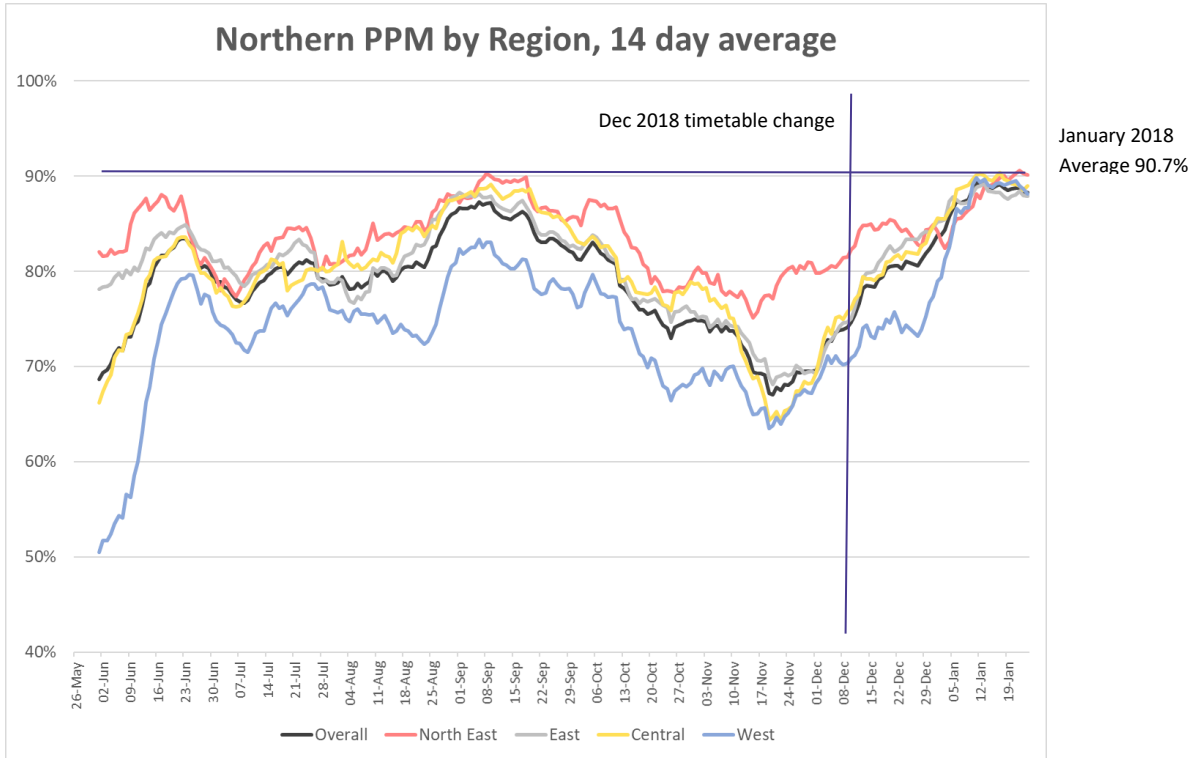
- 7.1 That the Board **notes** the update on performance and the work undertaken by Independent Industry Expert, Richard George.

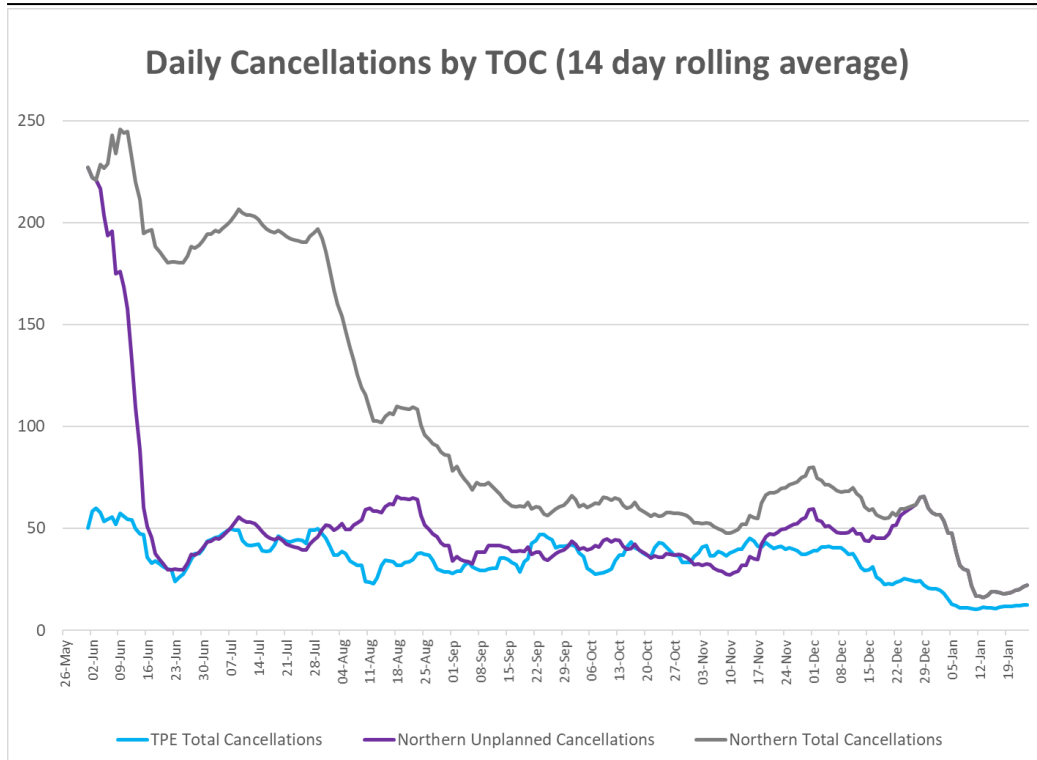
## 8. Appendices:

- 8.1 Richard George Summary Presentation
- 8.2 Appendix 2 – Performance Charts

## Appendix 2: Performance Charts

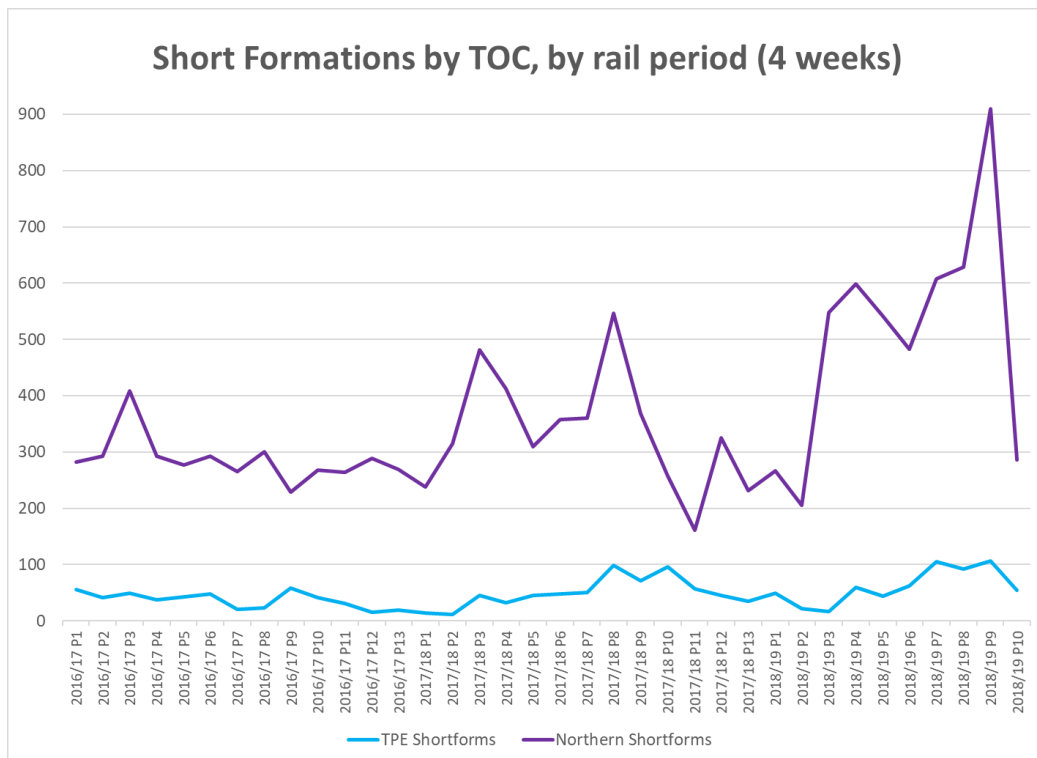
PPM and cancellation charts cover the period 20<sup>th</sup> May 2018 to 24<sup>th</sup> January 2019.





\*Statistics are shown relative to plan of the day, therefore excluding Northern’s planned Sunday cancellations

The short forming chart below 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).



### 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.	Strategic Rail Director	Strategic Rail Director

#### Environment and Sustainability

	No
--	----

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
--	----

Consideration	Comment	Responsible Officer	Director
Legal	There are no legal implications for TfN – the rail franchise	Strategic Rail Director	Strategic Rail Director

	contract authority is the DfT.		
--	--------------------------------	--	--

### Finance

	No
--	----

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	There are no financial implications for TfN.	Strategic Rail Director	Strategic Rail Director

### Resource

	No
--	----

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	There are no resource implications for TfN.	Strategic Rail Director	Strategic Rail Director

### Risk

	No
--	----

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A risk assessment is not required.	Strategic Rail Director	Strategic Rail Director

### Consultation

	No
--	----

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	A consultation has not been carried out because the report is for noting and discussion.	Strategic Rail Director	Strategic Rail Director