Item 11 Appendix 2

Rail Performance Summary Graphs

The graphs below provide a summary of performance by rail reporting periods in a way that allows performance to be compared with previous years. The 'Cancelled and Significantly Late (CaSL)' and 'Short formed' figures are for 2018 onwards only.

The data in this Appendix covers up to and including Period 11 (ended on 1 February 2020).

Rail Period dates

The rail industry reports performance and other data on the basis of a 13 periods in each year. This current year and last year rail periods are set out below:

| Four week rail period	2018 / 19	2019 / 20
Period 1	1 April – 28 April	1 April – 27 April
Period 2	29 April – 26 May	28 April – 25 May
Period 3	27 May – 23 June	26 May – 22 June
Period 4	24 June – 21 July	23 June – 20 July
Period 5	22 July – 18 August	21 July – 17 August
Period 6	19 August – 15 September	18 August – 14 September
Period 7	16 September – 13 October	15 September – 12 October
Period 8	14 October – 10 November	13 October – 9 November
Period 9	11 November – 8 December	10 November – 7 December
Period 10	9 December – 5 January	8 December – 4 January
Period 11	6 January – 2 February	5 January – 1 February
Period 12	3 February – 2 March	2 February – 29 February
Period 13	3 March – 31 March	1 March – 31 March

Performance terms

The **Public Performance Measure (PPM)** combines figures for punctuality and reliability into a single performance figure. For TransPennine Express it covers services arriving at their destination within 10 minutes of their planned arrival time and for Northern within 5 minutes of their planned arrival time.

Cancellations and Significant Lateness (CaSL) – the percentage of trains which are part or fully cancelled or arrive at their destination more than thirty minutes later than planned.

Short formed – the percentage of trains which run with less than the planned capacity.
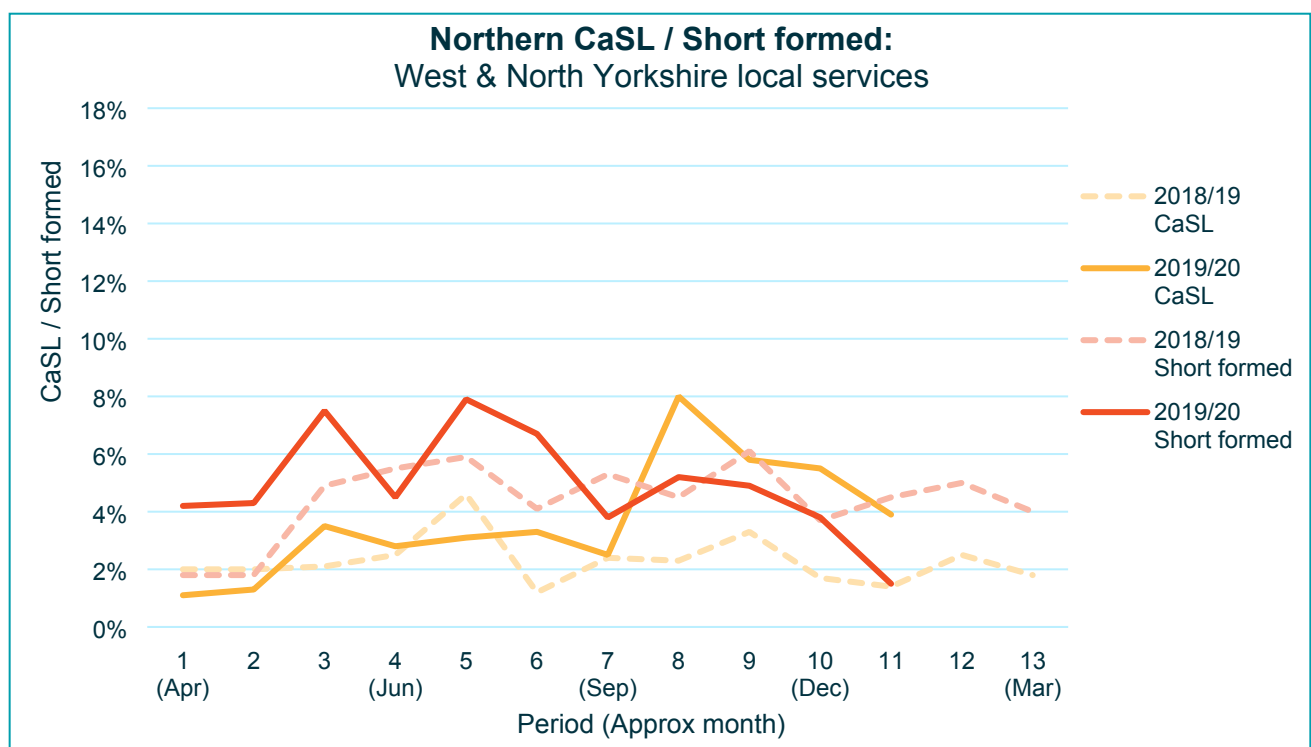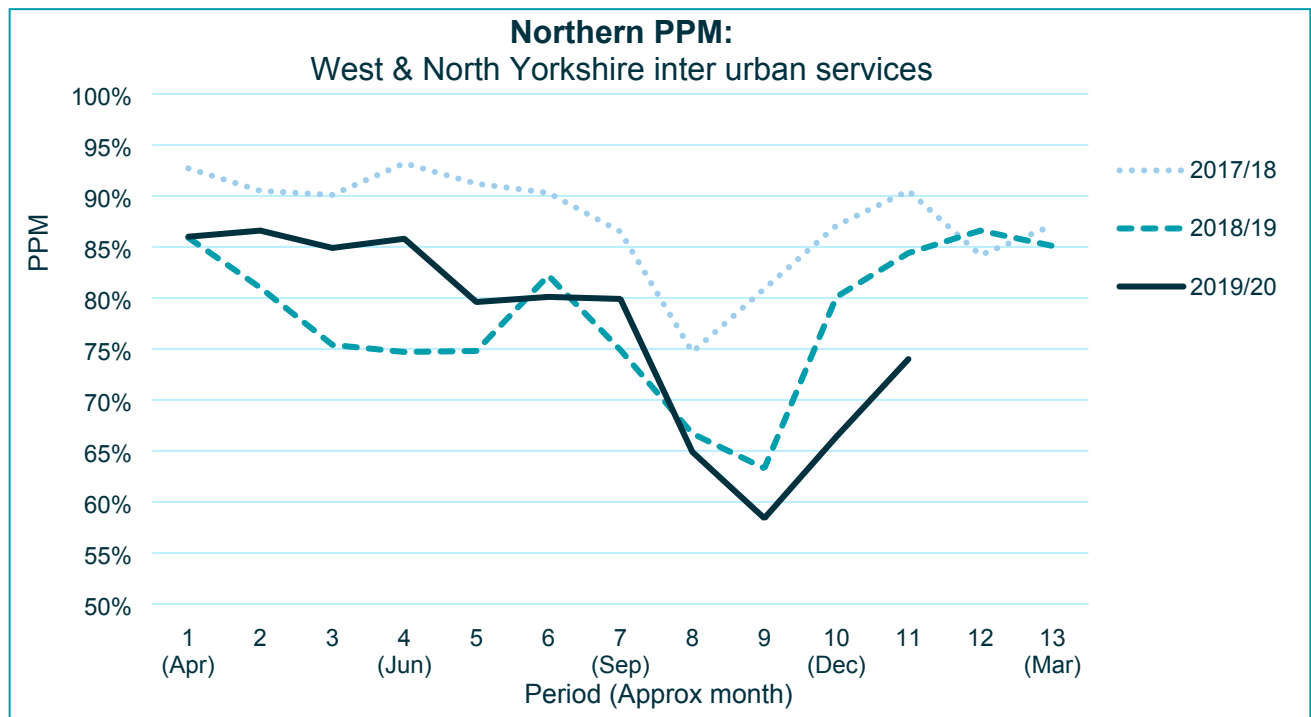
Northern: West & North Yorkshire local services

Northern PPM:
West & North Yorkshire local services

Northern CaSL / Short formed:
West & North Yorkshire local services
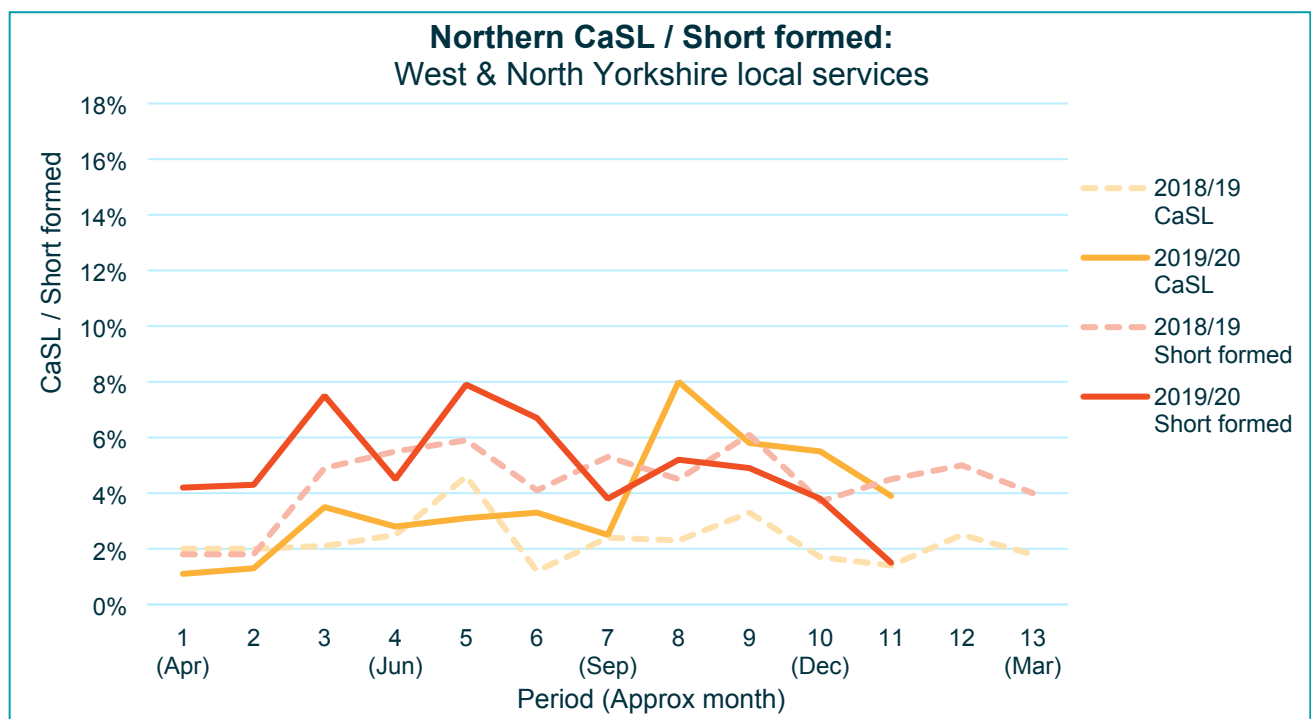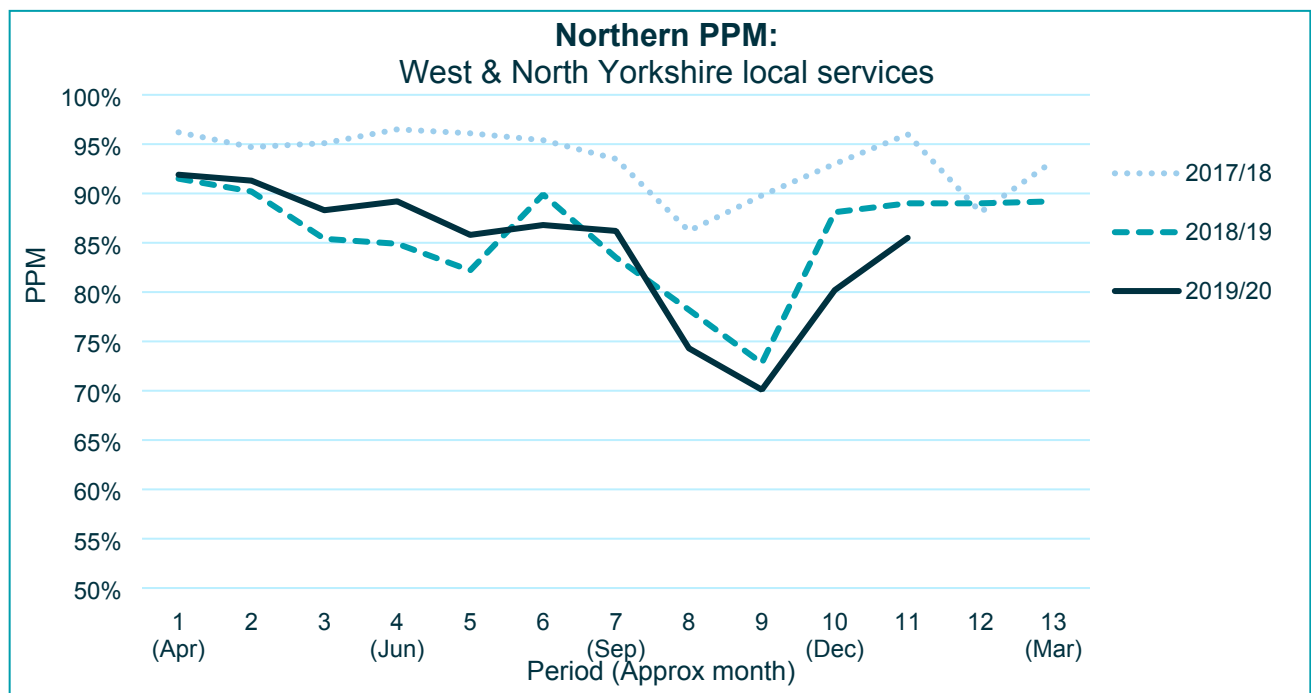
West & North Yorkshire local services definition:

Wakefield line route to Sheffield
Airedale line (not Carlisle, Lancaster / Morecambe services)
Wharfedale line routes
Pontefract line routes
Southport / Wigan – Leeds (via Brighouse) Calder Valley services

Northern: West & North Yorkshire inter urban services

Northern PPM:
West & North Yorkshire inter urban services

Legend: 2017/18, 2018/19, 2019/20

Y-axis: PPM (50% to 100%)
X-axis: Period (Approx month) — 1 (Apr), 2, 3, 4 (Jun), 5, 6, 7 (Sep), 8, 9, 10 (Dec), 11, 12, 13 (Mar)

Northern CaSL / Short formed:
West & North Yorkshire local services

Legend: 2018/19 CaSL, 2019/20 CaSL, 2018/19 Short formed, 2019/20 Short formed

Y-axis: CaSL / Short formed (0% to 18%)
X-axis: Period (Approx month) — 1 (Apr), 2, 3, 4 (Jun), 5, 6, 7 (Sep), 8, 9, 10 (Dec), 11, 12, 13 (Mar)

Inter urban services definition:

Calder Valley services via Bradford Interchange
Harrogate line routes
York and Selby line routes
Longer distance Airedale line routes (Carlisle, Lancaster / Morecambe services)
Huddersfield line routes
Wakefield line route to Doncaster

TransPennine Express – North Route

North route services definition: Liverpool / Manchester Airport / Manchester to / from Huddersfield, Leeds, Hull / York / Scarborough / Middlesbrough / Newcastle.

TransPennine Express PPM:
North route services via West Yorkshire

TransPennine Express CaSL / Short formed:
North route services via West Yorkshire
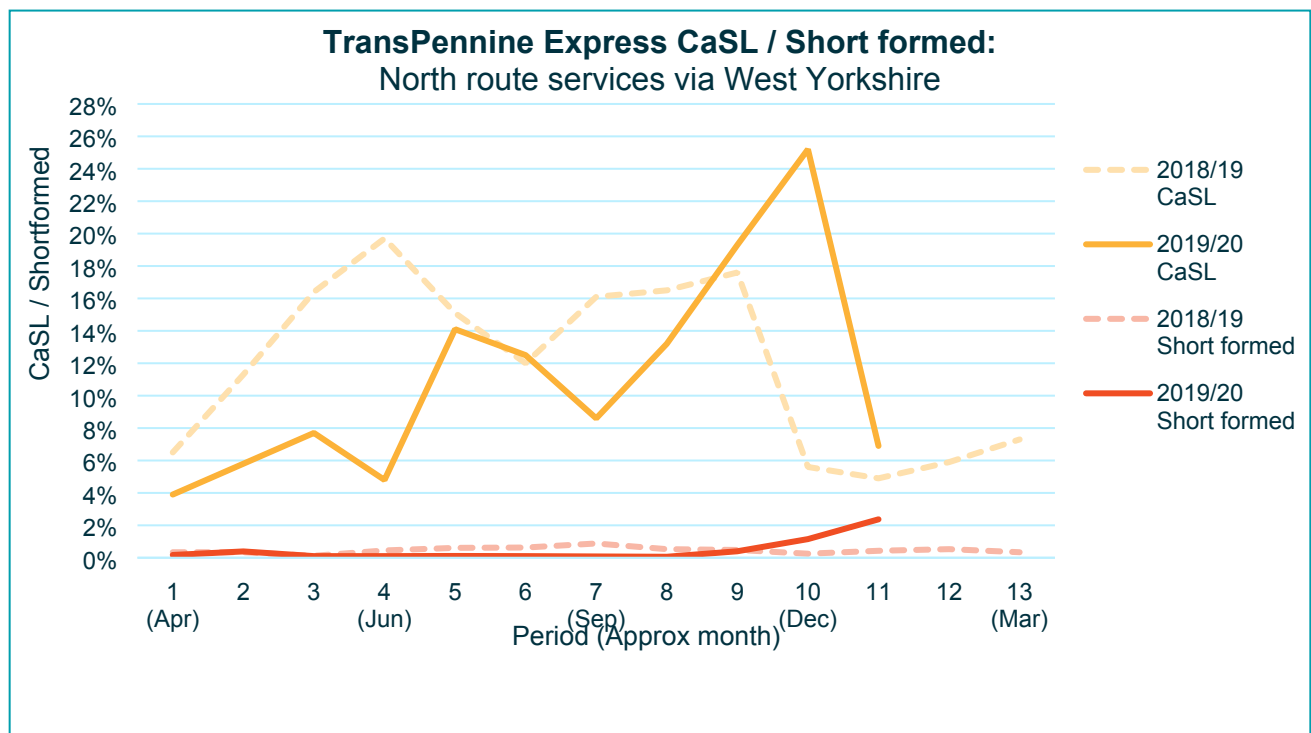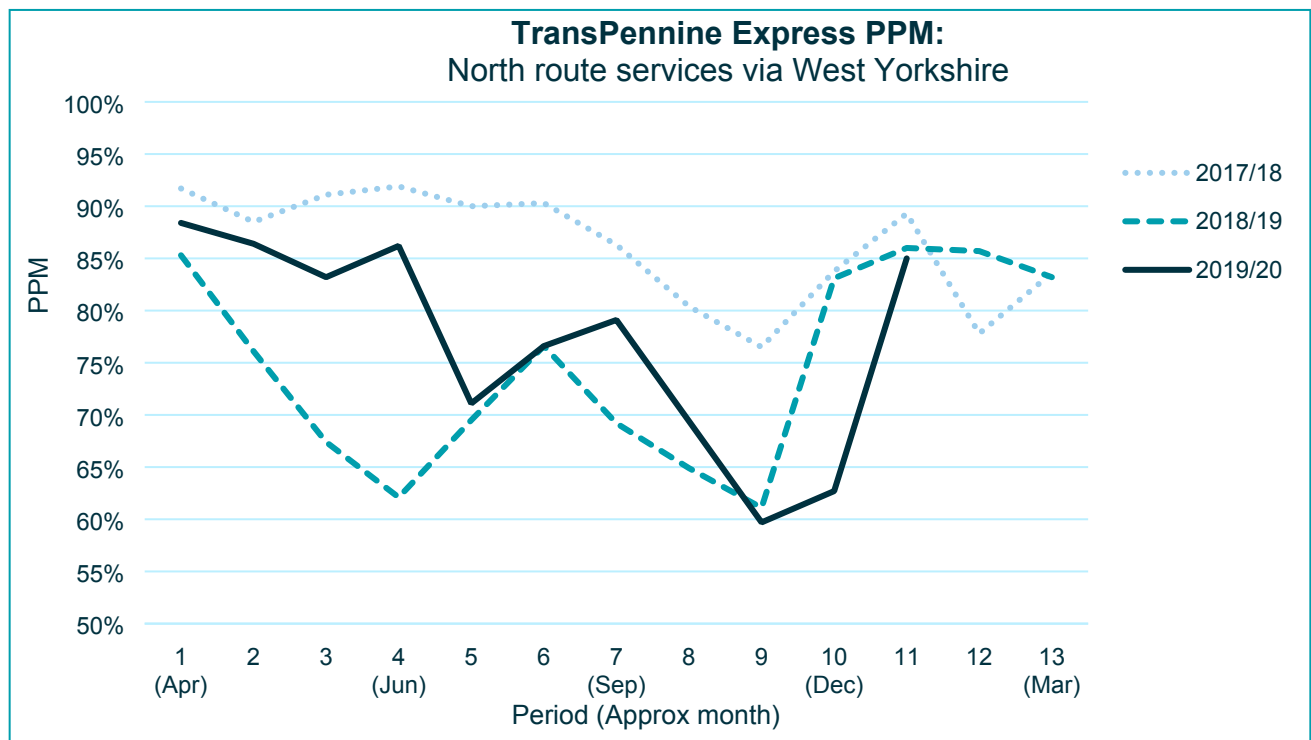
The following graphs provide context for how InterCity operators are performing in the region, as well as providing a benchmark for Northern and TransPennine Express in the national context.

Long term comparative performance:
InterCity operators (PPM)

Legend: Grand Central, Cross Country, LNER, National benchmark
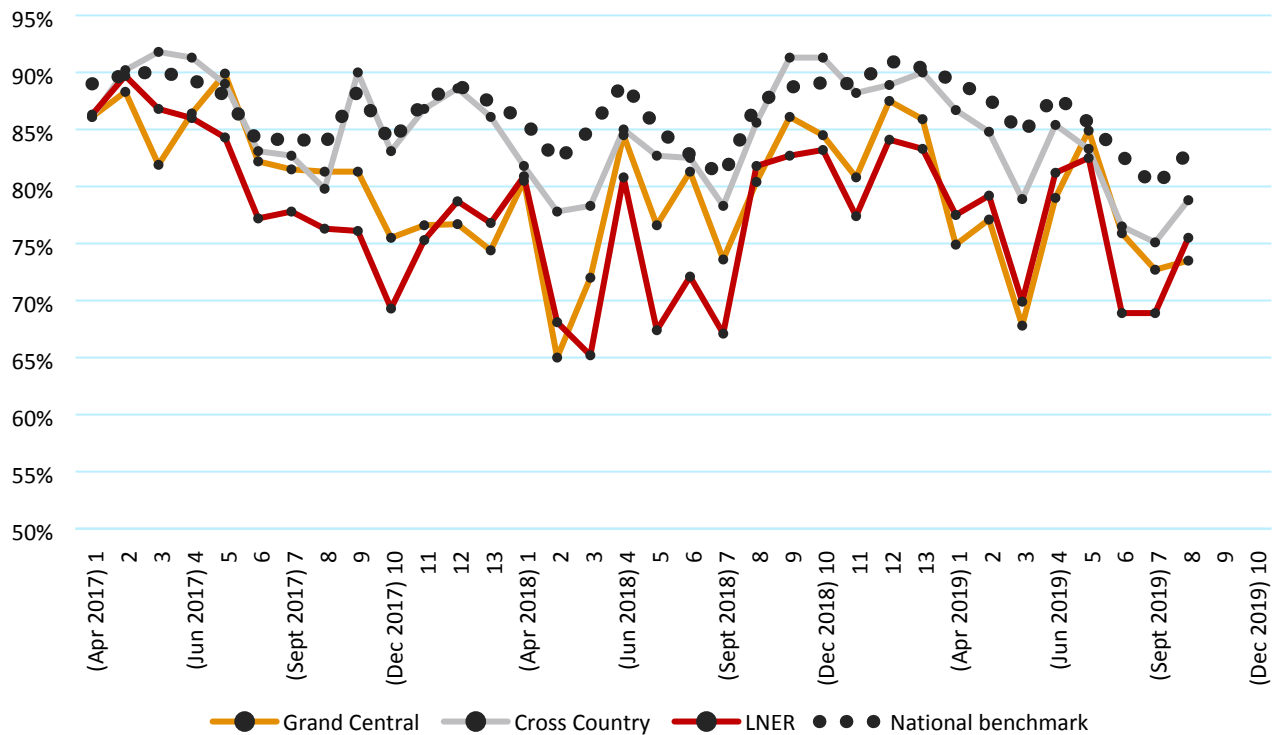
Long term comparative performance:
Northern and TransPennine Express (PPM)

Legend: TransPennine Express, Northern, National benchmark
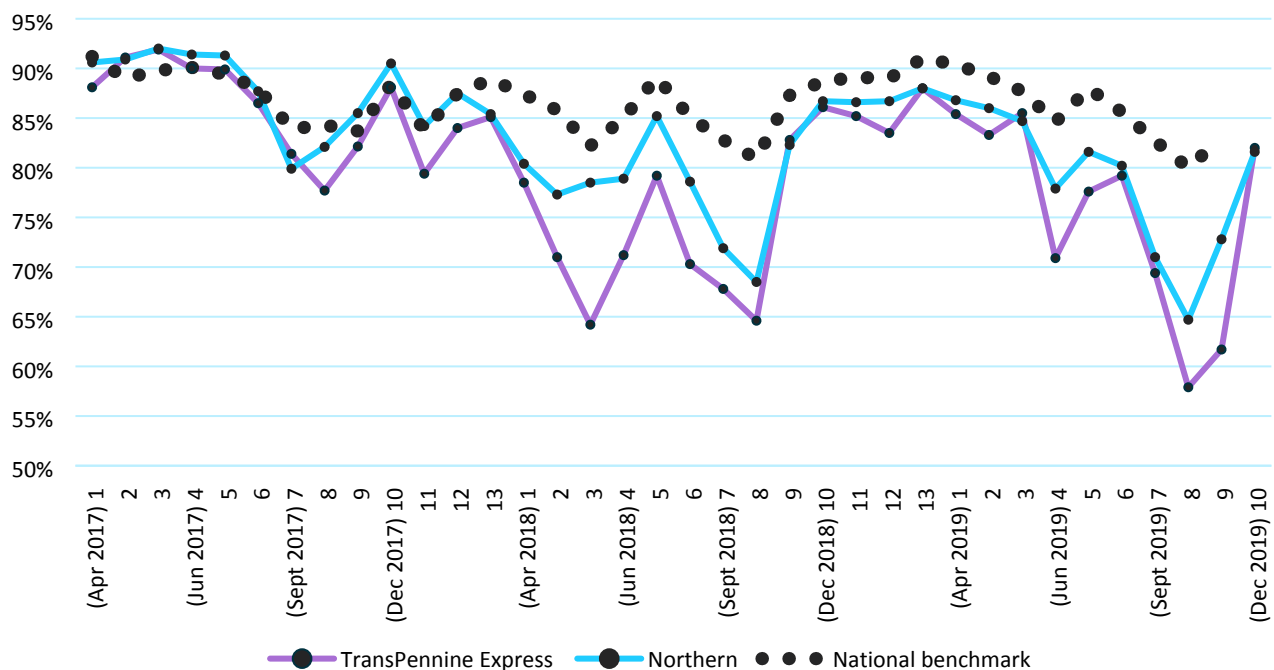
Incidents Affecting Performance – Period 10 and 11

Northern

In Period 10 the top 8 incidents impacting on performance were:-

- Meadowhall points failure
- Manchester Victoria work suspended due to antisocial behaviour
- A Signal fault at the east end of Manchester station, hit TPE hard which in turn hit Northern in West Yorkshire
- Flooding at Featherstone caused a 5mph speed restriction
- Points failure at the east end of the Hope Valley hit Sheffield hard and impacted on into West Yorkshire
- Salford Crescent signal failure hit the Calder Valley hard
- Signal failure at the west end of Leeds station off peak but still very disruptive
- Sickness closed the signal box at Rochdale for about an hour

In Period 10 Network Rail was responsible for 27% of Northern's PPM failures, Northern were responsible for 60% and other Train Operators were responsible for 13%.

In Period 11 the top 8 incidents impacting performance were:-

- Points failure in Manchester hit TPE and Northern
- Overhead wires down at Doncaster
- Structure failure at Harrogate
- Track circuit failure Barnsley
- Vehicle fault Leeds Nth West
- Sheffield signal fault knocked on throughout the region
- Apperley Bridge trespass incident
- Signal Passed at Danger SPAD Manchester knocked on to the Calder Valley

In Period 11 Network Rail was responsible for 35% of Northern's PPM failures, Northern were responsible for 53% and other Train Operators were responsible for 12%.

TPE

In Period 10 the top 8 incidents impacting performance were:-

- Track circuit failure at Manchester Piccadilly
- Flooding between Astley and Parkside
- Siemens derailment at Ardwick depot
- Unit Fault Stalybridge
- Meadow Hall points failure
- Rail Head Treatment Train failure Broad Green Road Overbridge
- Depot Operations
- Vehicle fault Bradley Junction

In Period 10 Network Rail was responsible for 16% of TPE's PPM failures, TPE were responsible for 71% and other Train Operators were responsible for 13%.

In Period 11 the top 8 incidents impacting performance were:-

- Track circuit failure at Bradley junction
- Overhead line dewirement at Hest Bank
- Suicidal person at Eccles
- Flooding Murthat (Scotland)
- Cross Gates Suicidal Person
- Signal passed at red – Astley
- Points failure in Manchester
- Freight train defect at York

In Period 11 Network Rail was responsible for 35% of TPE's PPM failures, TPE were responsible for 46% and other Train Operators were responsible for 19%.