Appendix 1

Train Operating Companies Performance

Period Dates

Period 1- 1 April – 28 April (pre new timetable)

Period 2 - 29 April – 26 May (New timetable commenced 20 May)

Period 3 - 27 May – 23 June

Period 4 - 24 June – 21 July

Period 5 – 22 July – 18 August

Period 6 – 19 August – 15 September

Period 7 – 16 September – 13 October

Performance Terms

The Public Performance Measure (PPM) combines figures for punctuality and reliability into a single performance figure. For TPE 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

Target PPM – 91.4%

Target CaSL – 1.8%

Northern - All

Period	PPM 2018	*PPM 2017*	CaSL	Short Formed
1	85.4%	*92.7%*	4.1%	3.7%
2	80.4%	*90.6%*	6.5%	3.9%
3	77.3%	*90.9%*	6.3%	6.4%
4	78.5%	*92.0%*	4.6%	5.1%
5	78.9%	*91.4%*	5.1%	4.3%
6	85.2%	*91.3%*	3.0%	3.5%
7	78.6%	*87.7%*	4.0%	4.3%

Northern – West and North Yorkshire

Period	PPM 2018	*PPM 2017*	CaSL	Short Formed
1	91.5%	*96.2%*	2.0%	1.8%
2	90.2%	*94.7%*	2.0%	1.8%

3	85.4%	*95.1%*	2.1%	4.9%
4	84.9%	*96.5%*	2.5%	5.5%
5	82.2%	*96.1%*	4.6%	5.9%
6	89.9%	*95.4%*	1.2%	4.1%
7	83.5%	*93.5%*	2.4%	5.3%

TransPennine Express

Target PPM – 90.1%

Target CaSL – 3.7%

TransPennine Express – All Routes

Period	PPM 2018	*PPM 2017*	CaSL	Short Formed
1	85.1%	*91.5%*	6.7%	0.71%
2	78.5%	*88.1%*	10.2%	0.31%
3	71.0%	*91.1%*	14.3%	0.15%
4	64.2%	*91.9%*	18.4%	0.74%
5	71.2%	*90.0%*	13.9%	0.68%
6	79.2%	*89.9%*	10.4%	0.77%
7	70.3%	*86.5%*	15.4%	1.31%

TPE – North Route (Liverpool/Manchester/Manchester Airport to Hull, York, Scarborough, Middlesborough and Newcastle)

Period	PPM 2018	*PPM 2017*	CaSL	Short Formed
1	85.3%	*91.7%*	6.5%	0.34%
2	76.1%	*88.5%*	11.3%	0.34%
3	67.4%	*91.1%*	16.4%	0.12%
4	62.1%	*91.9%*	19.7%	0.45%
5	69.5%	*90.0%*	15.1%	0.61%
6	76.6%	*90.3%*	12.0%	0.63%
7	69.2%	*86.3%*	16.1%	0.88%

Other Train Operating Companies

Public Performance Measure

TOC	Cross Country	Cross Country	East Midlands Trains	East Midlands Trains	Grand Central	Grand Central	Virgin EC LNER	Virgin EC LNER
Period	2017/18	2018/19	2017/18	2018/19	2017/18	2018/19	2017/18	2018/19
1	93.2%	88.6%	95.4%	92.3%	88.4%	76.7%	88.6%	78.7%
2	90.7%	86.1%	94.0%	92.1%	89.7%	74.4%	91.2%	76.8%
3	86.1%	81.8%	91.2%	90.9%	86.1%	80.5%	86.3%	80.9%
4	90.2%	77.8%	93.7%	87.3%	88.3%	65.0%	89.7%	68.1%
5	91.8%	78.3%	94.2%	86.7%	81.9%	72.0%	86.8%	65.2%
6	91.3%	85.0%	94.9%	90.6%	86.4%	84.5%	86.0%	80.8%
7	89.0%	82.7%	91.4%	87.9%	89.9%	76.6%	84.3%	67.4%

Other Train Operating Companies Performance

As shown above, other train operators in our region have also suffered a downturn in performance from the same periods last year. We asked if any of the other Train Operators wanted to provide an update on their performance.

London North Eastern Railway (LNER)

Virgin Trains East Coast (VTEC) became London North Eastern Railway in June 2018 following the DfT taking over the franchise as the operator of last resort following VTEC's ongoing financial difficulties.

There has been more than a four-fold increase in other Train Operators causing delays to LNER following the May timetable change. The majority of the delays being caused by Govia Thameslink Railway, Northern and TransPennine Express.

Internal fleet performance has continued to suffer partly as a result of a Class 91 electric locomotive being out of service since March 2018 following damage incurred during the 'Beast from the East' weather event. A Class 90 locomotive has been procured from a freight operator to cover for this but its 110mph maximum means that it cannot deliver right time performance on the London to Newark and Leeds services.

Two return trips between London and Leeds were withdrawn from the timetable from August in a bid to improve overall service reliability.