
Secretariat memorandum

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TRS019

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Network Rail performance report

1 Purpose of report

1.1 To summarise the experience of passengers in London and the South East of the performance of the rail network in the first quarter (April to June) of 2011/12.

2 Recommendation

2.1 This report is for information only.

3 Information

3.1 Public performance measure (PPM) is a measure of the performance of individual trains against the planned timetable. Once again, c2c had the highest average PPM for the quarter and London Midland (LSE) had the lowest.

3.2 There has been a decrease in train operators' overall performance this quarter, compared with the same period last year. This was directly attributed to some operators experiencing:

- Engineering possessions and blockades – some of which overran with consequent knock on effects on train services; e.g. Chiltern Railways Evergreen 3 project
- Increased instances of persons killed or seriously injured without authority to be on the railway
- Trespassing on linesides resulting in the need for operators and Network Rail to institute emergency measures to reduce the risk of these persons killing or seriously injuring others or themselves
- cable theft from signalling systems resulting in system failure

3.3 Further details can be found in the report.

4 Equalities and inclusion implications

4.1 This report gives no rise to no specific equalities and inclusion issues.

5 Legal powers

- 5.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

6 Financial implications

- 6.1 There are no specific financial implications arising from this report.