
Secretariat memorandum

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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 fourth quarter (January to March) of 2010/11.
- 1.2 The report can be found at:
<http://www.londontravelwatch.org.uk/document/13967/get>

2 Recommendation

- 2.1 This report is for information only.

3 Information

- 3.1 The London and South East operators overall public performance measure (PPM) quarterly average is higher than the same period last year with an average of 92.21%, which is 1.27% higher than the same period last year. The highest average PPM for the fourth quarter of 2010/11 was Heathrow Express with (97.19%) and the lowest was London Midland (89.04%). The franchised operator who achieved the highest PPM was c2c (96.48%).
- 3.2 Most of the train operators were recovering from their performance fall out of the severe weather which was caused in quarter 3 2010/11. The main problems which train operators had to overcome were:
- Recovery of signalling system;
 - Recovery of damaged rolling stock;
 - Elongating the emergency timetables into quarter 4 due to the limited availability of rolling stock and fixing all damages which were caused from the adverse weather.
- 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.