

Meeting of Rail Delivery Group on

26 May 2016

RDG/ATOC, 200 Aldersgate Street, London EC1a 4HD

Paper 1a

Action points from Rail Delivery Group meeting on 28 April 2016

Present

Martin Griffiths (Chair)
Paul Plummer
Alain Thauvette
Russell Mears
Chris Burchell
Phil Whittingham
Chris Rayner
Jeremy Long
Andrew Chivers
Tim O'Toole
Jo Kaye
Peter Strachan
Julian Edwards
Alistair Gordon
David Brown

In attendance

Elizabeth de Jong (RDG)
Gary Cooper (RDG/ATOC)
Lindsay Bleakley (RDG/ATOC, Actions)

In attendance in part

Paul Crowther
Andy Odell
Mark Carne

Apologies

None

16.028 Approval of the record/progress on action points from previous meeting

The minutes of the RDG meeting on 22 March were accepted as a true and accurate record. PP reviewed actions noting that all were either complete or on the agenda.

Action: Minutes from Mar-16 to be posted on RDG website

16.029 Chief Executive's report and papers for noting

PP reviewed points made in the Chief Executive's report, highlighting specific items on skills, industry reform, engagement with the unions and RDG/ATOC organisation governance. PP noted stakeholder attendees in part on the agenda, Kelly Barlow representing the RHRDG and Paul Crowther representing the BTP. No comments were made.

16.030 Strategic Portfolio: Today's Railway, APSCM Quarterly Report

GC summarised key points made in the report, noting that the IIP Phase 1 is closed as a programme, with a successful pilot on Southeastern and uptake from Chiltern. It is now for TOCs and Routes to use the tools and processes developed in BAU; the workstream lead, Phil Hufton, has briefed RMDs today. The IIP phase 2, has now delivered the 2016 baseline timetable once the proper structures were used. Cost of contingency is no longer running as a change programme it has delivered template collaborative contracts that are available for use and industry input has helped develop Risk and Value framework guidance and tools. Delivery is as much about culture as process. More work to do on possession utilisation, RMDs are reported as not seeing a need, but this should be part of scorecard work, which, for cross-industry engagement should be at NTF. RDG Board expressed some concern that unless this is driven there would not be strong enough incentive to make difficult changes. It agreed that possession utilisation is important and part of scorecards.

16.031 Strategic Portfolio: Today's Railway, Rail HR Directors Group Update

PP explained the context including strong desire from government to be pushing the skills agenda as reflected in Shaw and the launch of STAT. KB introduced herself as chair of the RHRDG and summarised the update paper. The group is a reformed version of HEROH and has subsumed the RDG People workstream, taking on the objectives which RDG Board has previously agreed. Key areas of focus are skills, attraction and promotion, and employee relations. Specifically, the group will continue work on driver pilot training, the informal pensions working group, building a business case for centralised driver training, apprenticeship training and collaboration on IR related matters including engagement with the TUC on a strategic working level. Promoting rail as an attractive career choice will be supported Rail week and the mass comms campaign.

RDG discussed the points covered and requested more information about what specifically was expected of them. KB requested RDG members to support their RHRDG representatives by giving time in the diary to enable RDG to influence and inform their agenda. Measureable

outcomes for the group will be based on the business case for each item, and the group wants to carry on and deliver the plan that is in place rather than create new work.

Agreement: RHRDG to continue as planned with the delivery of projects and actions outlined in the paper

16.032 Stakeholder Engagement: BTP, Infrastructure Policing Project (IPP)

AO gave a summary briefing of the Infrastructure Policing Project, highlighting that the Chief Constable's paper did not cover mitigation of the risks identified. The paper notes that industry is not formally part of the project and any input would have to be through the Chief Constable or the Chairman of the BTPA – members might wish to reflect if this is sufficient?

PC summarised key issues, emphasising the head of steam around the project in light of the Paris attacks. The purpose of the project is to enable better coordination of transport police force activities, to keep the transport network running, to give greater efficiency and to improve capability. If the project goes ahead it is important to ensure the specialist way of policing the rail network is maintained, with no dilution of service and no extra cost to TOCs since this would impact on passengers / taxpayers.

RDG members questioned the proposals, with risk of a drop in service levels being a primary concern. Members highlighted improvements in recent years in service quality provided by the BTP but stressed that there were still more to be realised and the need to make tighter the link between what members pay and the service levels they receive. Concern was expressed that the level of expertise from a single railway based police force would be diluted by merging with policing of roads and airports. Members discussed the DfT and Home Office in respect of which entity would control of the new force, and agreed that the preference would be DfT if there had to be a choice.

PC was questioned on benefits and likelihood of the IPP happening. He suggested there would be more resource to flex which may mean improved responsiveness. A full business case is expected by July. There is opposition in some places but the Home Secretary is committed to reform and he would be surprised if nothing happened. PC encouraged RDG members to be on the front foot and engage proactively with the DfT rather than waiting to be asked.

RDG members agreed strong position was necessary, stressing importance of acting quickly to ensure industry concerns are considered.

Action: GC to coordinate collective industry view on the IPP and organise engagement with the DfT

Action: PP to coordinate other RDG engagement with stakeholders – e.g. Home Office

16.033 Strategic Portfolio: Tomorrow's Railway, IIA

JK summarised key points from the paper, noting change of name to Initial Industry Advice and Transport Scotland's views to be included, though they have a slightly different stance.

Discussed consequence of bottom up route based enhancement plans, work to be done on Digital Railway, Network Rail base OMR plan, new performance metrics, next steps and plans for publishing the plan. JK also noted the recent POG away day and welcomed feedback from members.

Members discussed CP6 budget and importance of expressing requirement for renewals and enhancements with clarity, ensuring that the IIA is customer led and founded on robust data. JK noted that plan was going to POG next week.

16.034 Strategic Portfolio: Industry Reform, Shaw

MC presented the NR Implementation plan noting that the most important next steps are what we do with the findings of the report. NR have recognised need to change and shift their focus to think of TOCs as customers. He discussed a number of key items including importance of private investment, monetising assets through a commercial arm, counterintuitive incentives with the regulator, devolution of routes from the centre, growing leadership capabilities in the routes, and the 2019 deadline for each route to manage the settlement of their own accounts. PP added that we must support NR with the implementation plan.

Members discussed ways in which OGs and TOCs can support NR with implementation plan, including defining a Northern Route, aligning routes and corporate scorecards, integrating route improvement plans into franchise agreements so an open market is bidding for collective route targets. MC noted that NR structure was roughly in place, routes can adapt to the needs of their customers, with a system operator managing standards from the centre.

Members stressed importance of involving TOCs, FOCs and Owing Groups, getting the right level of engagement and aligning on the speed of implementation so that industry gets to the best possible end-point. MG noted that RDG was formed for this very sort of purpose and must lead this opportunity for change. MC stated that NR is categorically committed to working with operators and that there is a need to identify key points for that interaction. PP noted that more work needs to be done to understand the plan, requirement for a framework on CP6 including new subgroups for System Operator and Route Regulation, and need to be influencing government strategy. MG noted that RDG would be meeting with the S.o.S on 9th May.

Action: PP to coordinate subset of RDG members to establish more detail on next steps for implementation of Shaw recommendations

16.035 Forward agenda & any other business

No other business.

END OF PAPER