

Notes and Actions from 29 August 2018 NTF meeting (telecon)

ACTION	WHAT	WHO	WHEN
	<p>Chair's remarks</p> <p>DB chaired the call, noting apologies from Mark Hopwood, Gary Cooper, Graham Richards, Peter Broadley, Alan Pilbeam, David Horne, John Halsall, Pete Wilkinson and John Edgley. DB welcomed Mike Goggin (Steer), Neil Ovenden (RDG) and Pete McCreery (NR) as presenters.</p> <p>Biennial review: DB noted that the NTF biennial review was in progress, DJ and DB having met a number of members with further 1-1 meetings diarised. The report and recommendations would be discussed at the 26 September NTF meeting.</p>		
1808_14	<p>CP6 Performance / ORR Draft determination</p> <p>MG summarised the performance aspects of NR's response to ORR's Draft Determination for PR18 that would be submitted on 31st August. The response addressed specific questions from ORR and updated on discussion with operators about CP6 performance trajectories. MG reiterated that NR's Route plans were detailed bottom-up plans with realistic performance forecasts, highlighting that the CP6 plans were to reverse the downward trend in punctuality over the last seven years, and that this was a big challenge in view of the continuing decline since the CP6 plans were initially submitted.</p> <p>TS acknowledged the challenge to reverse the trend and the need to be realistic. He highlighted the proposed £10m performance innovation fund and said that Stagecoach supported the concept and were arguing for more funds in order to make an impact on performance. NB noted that £10m would not enable much and that it could be difficult to secure further funding. TS said it would be important to use the fund on research and making business cases to leverage funds for delivery. NB suggested focusing all the fund on tackling one big common issue, such as trespass.</p> <p>DB/DJ to address how to take the forward the fund proposal as part of updating the Industry Performance Plan.</p>	DB/DJ	October NTF

ACTION	WHAT	WHO	WHEN
1808_15	<p>Performance Strategy Review</p> <p>Mike Goggin (MGo) from Steer summarised their work to date and the key findings set out in the draft report – notably the conclusion that the existing Performance Strategies are not fit for purpose. He noted that the recommendations and next steps would be developed further for the final report and invited reactions from members. The final report would be circulated for discussion at the 26 September meeting.</p> <p>AT noted that the report did not comment on the potential performance improvement if the Strategy process was improved. He also highlighted the lack of jointly signed-off Autumn plans as a key weakness. TS said there were no major surprises in the report. He was not convinced that the existing performance plans addressed the real problems, and suggested that part of the problem was that they were compiled after the control period funding was set and franchise commitments made. In addition, the industry did not fully understand why performance has been deteriorating.</p>	All	12 August
	<p>Performance Strategy Review: All to provide additional feedback to Steer on their draft report.</p>		
1808_16	<p>Autumn Readiness</p> <p>PMcC summarised the paper, highlighting the very limited of plans that had been jointly signed off and asked for NTF support for the proposal to require earlier submission of Autumn plans in 2019.</p> <p>AT said that Autumn was a major performance risk and that all the plans should have been signed off months earlier, with the focus now on tracking their delivery. He said that NTF should do more than ‘encourage’ completion of plans and stage gate reviews but should be reminding Routes and operators of their obligations.</p> <p>AWG to provide an updated assessment of the delivery of Autumn plans and overall readiness for Autumn for the 26 September NTF meeting.</p>	PMcC/NO	26 Sept NTF

ACTION	WHAT	WHO	WHEN
	<p>Timetables: Industry Assurance</p> <p>PMcM reported that the PMO were continuing to monitor readiness for December 2018. A number of timetable changes driven by operational necessity were being incorporated. He noted that a lot of STP bids were being made and stressed the need for the industry to keep this level of change under control. DB noted for GR that ORR had some concerns about infrastructure readiness in Scotland and the North of England for Dec '18 and had written to NR about this. PMcM confirmed that NR were preparing a response.</p> <p>PMcM reported that he had written to the DfT setting out the industry's proposals for the May 2019 timetable change, following extensive discussion through the PMO Steering group and OPSG and sign-off from NTF on conference call the previous week. The availability of planning resource was being monitored continuously and additional work packages were being prioritised to use any free time.</p> <p>TS said it was important that the future timetable readiness assessment process considered the performance implications in greater depth, looking at whether a new timetable would be resilient, not just at whether it was feasible. PMcM agreed that this was important, noting the plan for a wider look at the whole timetable production process and the importance of getting the service specifications right at the beginning.</p> <p>NB added that it was critical to have clarity on the contractual obligations on all parties and to ensure that infrastructure was delivered well ahead of timetable change, to mitigate the risk of conflicting commitments.</p>		

Next meeting: Wednesday 26 September, RDG offices