

ACTIONS FROM 08 JULY 2015 NTF MEETING

ACTION	WHAT	WHO	WHEN
15 0807/01	<p>Chair's Brief – Chris Burchell</p> <p>Chris advised members that the DfT have received a Freedom of Information Request covering NTF actions since the November meeting. In keeping with previous practice the actions will be released but if members have a specific concern then please raise it with Dominic Medway.</p> <p>It was noted that the RDG are preparing to publish all meeting action / notes on their website to head off future FOI requests. NTF members agreed the same should be done for NTF minutes.</p>		
15 0807/02	<p>Brighton Mainline Recovery Plan – Dyan Crowther and Alasdair Coates</p> <p>Dyan explained that 38 schemes have been identified and that the ORR are receiving 4-weekly updates. The Dec '15 timetable change offers some large opportunities as around 300 defects have been removed but there is a need to complete the modelling of the timetable so that any issues can be identified and mitigated early.</p> <p>She explained that this is a 3 year plan and that it is the GTR equivalent of a Performance Strategy</p> <p>i) Gary Cooper noted the need to codify what good practice looks like for managing performance recovery and suggested that when there is sufficient evidence that this process is working, Southern and the NR Route to publish a good practice guide through ATOC Operations Scheme and NR architecture.</p> <p>ii) Members noted the rigorous approach around the governance and delivery of schemes. Neal Lawson was asked to identify whether similar rigour is being applied to the management of performance strategies and report back to NTF with analysis and recommendation.</p>	<p>DC / AC</p> <p>NL</p>	<p>January 2016</p> <p>30 September</p>
15 0807/03	<p>LSE Performance Improvement Plan – Alasdair Coates</p> <p>Alasdair explained that a draft plan is due to be signed off by 27 July and is based on a deep dive analysis conducted by Jane Simpson. The Programme is being led by Sam Chessex.</p> <p>Alasdair advised that clarity of the output and expectations from the programme should be available by the 27th and that the plans will be incorporated into Performance Strategies. Chris Burchell requested that the plans consider all operators rather than just involving the major operators.</p>		

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	<p>Members discussed the critically of assets, noting that the recovery plan should be asset led rather than maintenance or ops.</p> <p>i) Alasdair agreed to provide an update paper via correspondence as soon as it is available.</p> <p>ii) Members agreed there should be a quarterly NTF review of progress of the plan given the importance of LSE to national PPM, starting at 30 September NTF.</p> <p>iii) Neil Lawson agreed to bring back thinking on a review of Critical Reliability Index as a determinant of policies for asset management, renewal and sustainability.</p>	<p>AC</p> <p>AC/DM</p> <p>NL</p>	<p>ASAP</p> <p>September NTF</p> <p>September NTF</p>
<p>15 0807/04</p>	<p>Adhesion Programme – Brian Haddock, Iain Flynn and Bryan Donnelly</p> <p>i) Brian advised members that the first autumn stage gate review had successfully completed. He highlighted that some delivery units were using remote condition monitoring to identify and prevent wrong side track circuit failures and that this good practice should be shared.</p> <p>ii) Invited to share any concerns, Iain Flynn said a risk was running trains with insufficient traction motor capability. ATOC agreed to again survey members on their arrangements with the Routes regarding this matter and report back to NTFOG.</p> <p>Iain advised members that, although not on any committed plan for autumn, the upgrading of fleet to GSMR version 3.5 and the activation of multiple sanding units could bring significant benefits this autumn if the required upgrade work could be accelerated. Gary Cooper reminded members that the commitment of TOCs at NTFOG was to move to version 3.4.1 or 3.5.</p> <p>iii) Members agreed to encourage adoption of these initiative in their business, but will not commit to implementation for autumn 2015. ATOC will report on progress as part of the NTFOG autumn readiness review for fleet.</p>	<p>BH</p> <p>BD</p> <p>BD</p>	<p>Now</p> <p>In Hand</p> <p>Now</p>

ACTION	WHAT	WHO	WHEN
15 0807/05	Performance Metrics for CP6 – Stephen Draper and Janine Fountain		
	Stephen presented on progress to date in identifying metrics for CP6. Members were asked to note that technological deficiencies should not prevent us from progressing e.g. publishing right time when industry tracking systems are not accurate to the second. If necessary we should accept an error rate until the technology can catch up.		
	Nigel Jones said that the freight community are not looking to change their measure but their key challenge is to provide customer with real time tracking information.		
	Phil Bearpark highlighted the risk of setting targets for right time as it potentially reduces signallers’ capacity to regulate the service.		
	There was a long discussion around this complex area which Gary Cooper broke down into three parts; 1) provide customers with personalised “my journey” information, 2) manage the railway at all levels to deliver the working timetable, 3) stakeholders / funder /other relevant parties can choose any metric that is important to their needs but have to identify the consequences, intended or not, of the introduction of new measures e.g. introduction of right time can potentially impact on reputation, operations and income.		
	i) Ruud Haket raised an important distinction between contractual and stakeholder metrics and asked for this to be addressed.	SD	5 August
	ii) Members requested a full impact assessment against any new metric which would consider potential perverse impacts, financial risks and reputational damage and suggest contingencies or mitigations.	CB/GCSD/A P	30 September
	iii) Members agreed to publishing “my journey” information as soon as possible	ATOC (NRE) / GC GC/SD/JF	ASAP
iv) Pete Wilkinson suggested that metrics of journey performance should include sub-measures to explain the journey experience such as short-formations or cancellations.	GC/SD/JF	30 September	
v) Jake Kelly asked for clarity of what the metrics are trying to achieve for each audience	SD	5 August	
vi) Members restated the need to give consideration to market specific variation of the performance metrics	SD	5 August	
vii) Members wishing to add nominations for the 27 th July workshop (getting the original senior NTF nominees together with Transport Focus) should contact Richard Ellis-Hobbs	All	Now	

ACTION	WHAT	WHO	WHEN
15 0807/06	<p>GPS Train Location – Janine Fountain</p> <p>Janine explained that the key to the programme was not the GPS data but the linking of GPS to a wider performance data set. She stated that meetings with Operators to understand the benefits case were scheduled for September and highlighted programme risks around GPS installation dates for the larger TOCs and the potential for any delays in building the GPS gateway to impact delivery.</p> <p>Operating costs for the system will not be clear until after detailed design has completed. Pete Wilkinson stated that the DfT could adjust franchise arrangements to reflect any costs that operators would need to bear to contribute to the maintenance of the system.</p> <p>i) Janine was reminded to ensure that decommissioning TOC systems and the need for any integration of TOC systems is part of her programme.</p> <p>ii) In response to a query from Dyan Crowther highlighting the importance of the people side, Janine confirmed that a Business Change Manager has been appointed and the work will start to ramp up from August. She will include business change in future updates</p> <p>Janine asked what members priority is and was unambiguously told it is train location information as this drives better timetables, better operations and PIDD. Peter Wilkinson and Gary Cooper both raised a concern about scope creep and expressed the need to deliver something quickly rather than waiting until the ever increasing requirements can be accommodated.</p>	<p>JF</p> <p>JF</p>	<p>5 August</p> <p>Next NTF update</p>
15 0807/07	<p>Remote Condition Monitoring – John Smith</p> <p>John explained that the programme is now in its 6th year and is focused on developing low cost RCM solutions. 38000 installations have been fitted with focus on assets with the highest performance impact. The programme is tracking to target for points with a 30% reduction in service affecting delay. Track circuits currently stand at 15%.</p> <p>i) Recognising the good work Chris Burchell asked if RCM could be included in the quarterly Non-Track Assets report to NTF.</p> <p>Pete Wilkinson stated a desire for new equipment not to be trialled on busy railway locations until it has been proven elsewhere.</p> <p>Members noted an upcoming slowdown in implementation of RCM which will allow the programme to focus on data analysis and embedding good practice in managing RCM fitted assets.</p>	<p>JS/DM</p>	<p>September NTF</p>

ACTION	WHAT	WHO	WHEN
15 0807/08	<p>Papers for noting – Chris Burchell</p> <p>i) Chris requested Owing Group reps to review their contingency arrangements for the August Bank Holiday engineering work ensuring that Passenger contingency plans, where necessary, are planned and resourced appropriately to sit alongside the NR engineering contingency plans.</p>	Operator members	August NTF meeting

*Key to non NTF members: AC = Alasdair Coates, IF = Iain Flynn, BH =Brian Haddock, BD = Bryan Donnelly, SD = Stephen Draper, JF = Janine Fountain, JS = John Smith