

Industry Briefing Update for OOC Sunday 2 TT 2023

27th Jul 2023



Wales and
Western

For a Greater Railway

Agenda

- Meeting Purpose - Claire Woolford
- Review of Passenger Demand data – Nick Hewett/Scott Martin
- Week 11 Performance Review - Nick Drake-Wilkes
- Modelling outputs - Ben Sturgess/ Nick Drake-Wilkes
- AOB/Questions- All
- Conclusions/Next Steps- Claire Woolford

Current situation

- HEx dispute for Week 11
- Actions – review passenger demand data, share performance modelling outputs
- GWR request for additional ML path
- Next 2TT access and ongoing disputes
- Email updates 18th and 21st Jul 23

Passenger demand data

Our 2TT capacity allocation was based on:

- Historic passenger count requests from all three operators baselined at 2019 levels (data requested from operators)
- Growth applied using DfT and TfL modelling principles to 2026
 - COVID-19 recovery assumptions
 - Elizabeth Line growth following commencement of through running East-West
- Path allocation made proportionate to passenger demand levels and operators' carrying capacities

This process commenced in June 2022

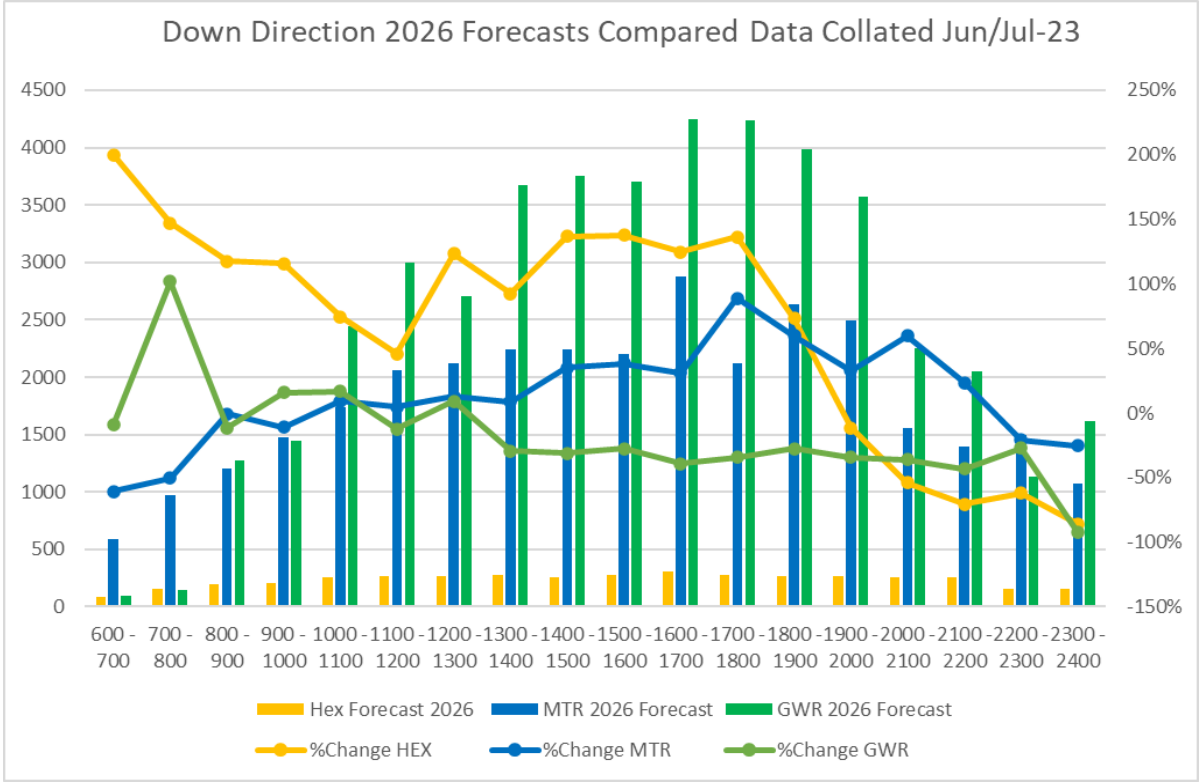
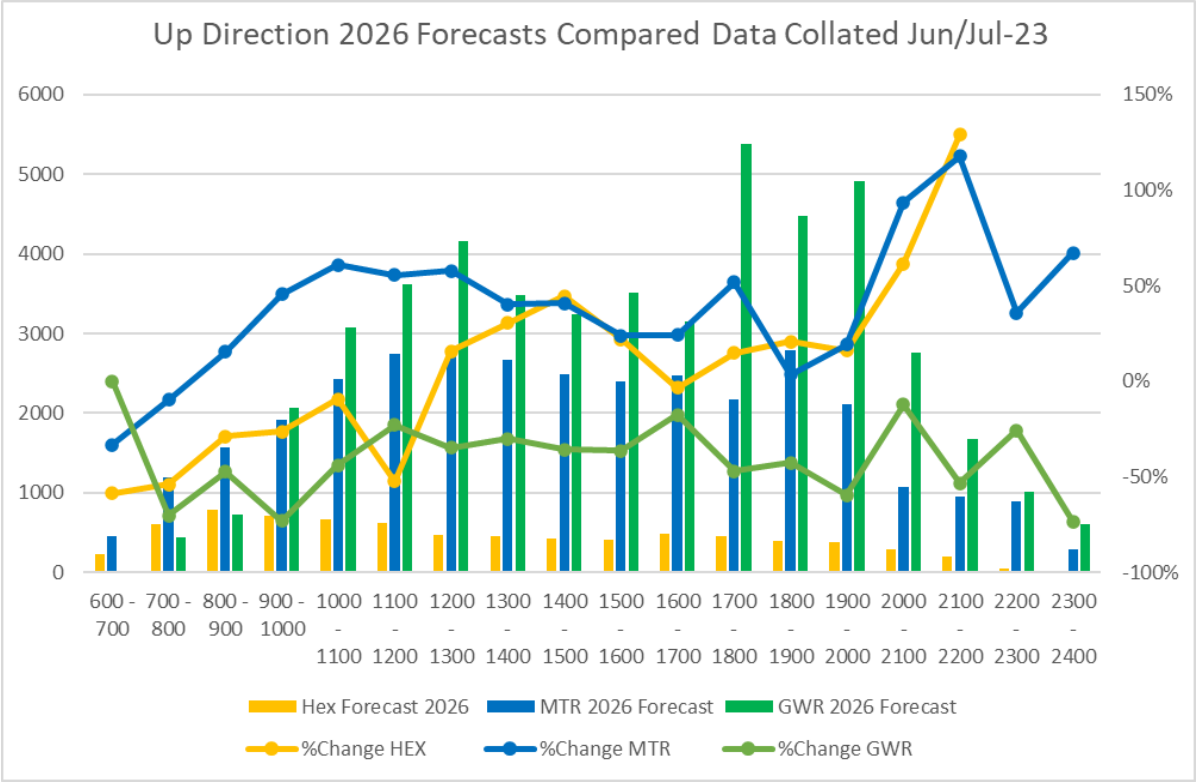
We have now done:

- Following the Wk11 dispute we were queried at ADC if forecast data was appropriate
- We have conducted a 'spot check' to understand the validity of our own forecast data
- Operators have supplied us with passenger count data from five Sundays in June and July 2023 including one 2TT
- We have analysed this against our previous forecast data and our passenger capacity criteria

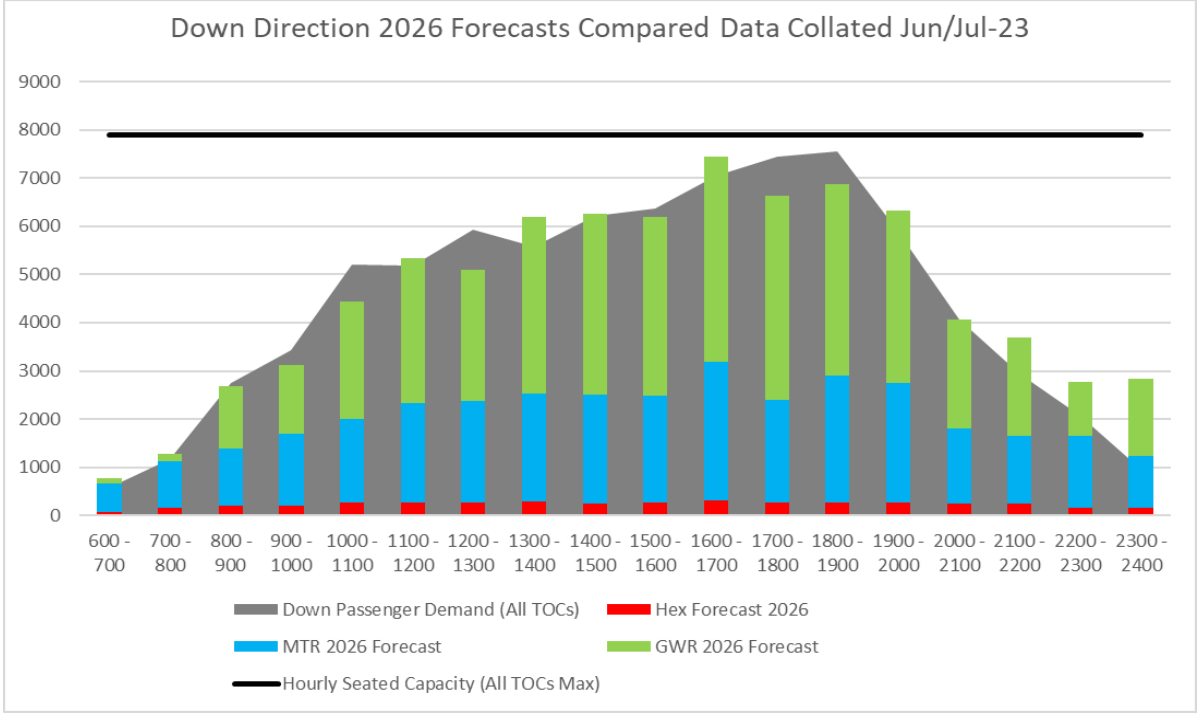
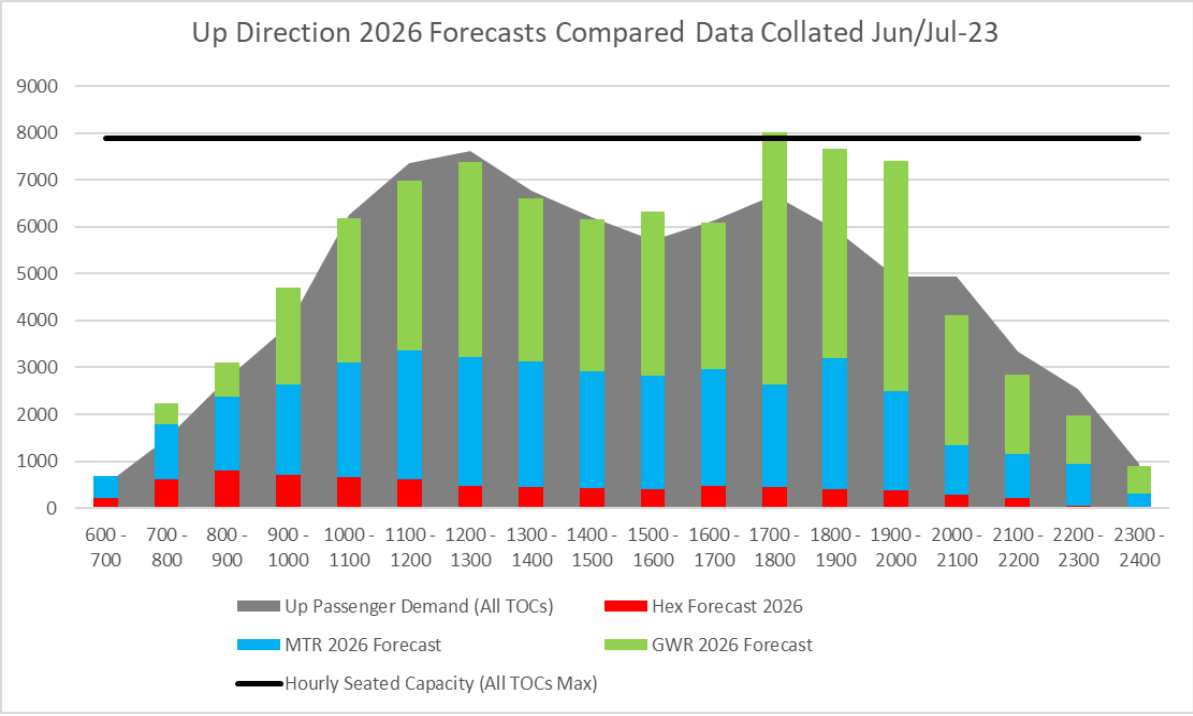
The key point for us to understand are:

- *Is the data proportional to the forecast results?*

Passenger Demand Data



Passenger Demand Data



Passenger Demand Data - Conclusions

- Across all three operators, we are capable of providing sufficient on-train capacity with a 14.5tph timetable on a Sunday
- Our capacity allocation is critical to getting the best outcome for passengers - each path needs to pull its weight in terms of moving passengers
- The current data shows some variance to the 2026 forecast. Our key conclusions were:
 - Individually shared passenger count data showed data conforming to forecasts with the exception of Up direction early am airport forecasts
 - MTR loadings are strong considering we anticipate the railway to still be in a growth curve following the commencement of through running to the COS
- We recognise that MTR and HEOC provide comparative simple interval-based services; GWR needs to provide across multiple routes beyond Reading. We cannot determine the balance of services within the GWR allocation but suggest this is a key area of focus.

11 June 2 track performance

An assessment of performance on the 11th June has been carried out to understand the impact of the two track timetable operated on that day.

Performance on 11 June was impacted by an axle counter failure at Ealing Broadway at 12:45 and by 40mph speed restrictions in association with convective rainfall from 16:10 between Slough and Maidenhead.

Therefore this assessment focusses on trains arriving and departing before 1300 on 11 June.

There are also details of Paddington performance on the other Sundays this year, including 6 days of 2 track operation which took place in the early spring.

Summary of train performance pre 1300 11th June 2023

EASTBOUND

HEX pre 1300	OT %	OT-3%
HEX Departures – Heathrow CTA	75.0%	85.0%
HEX Arrivals – Paddington	30.0%	75.0%
% change	- 45.0%	- 10%

GWR pre 1300	OT %	OT-3%
GWR Departures – Reading	57.1%	76.9%
GWR Arrivals - Paddington	20.0%	56.0%
% change	- 37.1%	- 20.9%

MTR EL pre 1300	OT %	OT-3%
Reading departures	100%	100%
M Maidenhead departures	91.7%	100%
Heathrow CTA departures	77.8%	88.9%
All MTR EL Western departures	85.2%	92.6%
Passing Portobello Jn	69.5%	88.9%
% change	- 15.7%	- 3.7%

Summary of train performance 11th June 2023 - WESTBOUND

HEX pre 1300	OT %	OT-3%
HEX Paddington departures	85.0%	90.0%
HEX Heathrow CTA arrivals	31.6%	73.7%
% change	53.4%	16.3%

GWR pre 1300	OT %	OT-3%
GWR Paddington departures	91.9%	91.9%
GWR Reading arrivals	29.4%	73.5%
% change	62.5%	18.4%

MTR EL pre 1300	OT %	OT-3%
MTR passing Portobello Jn	33.3%	66.6%
MTR Heathrow Terminal 5 arrivals	60.8%	78.2%
MTR Maidenhead arrivals	33.0%	100%
MTR Reading arrivals	81.8%	100%
All MTR EL Western arrivals	67.8%	85.5%
% change	34.5%	18.9%

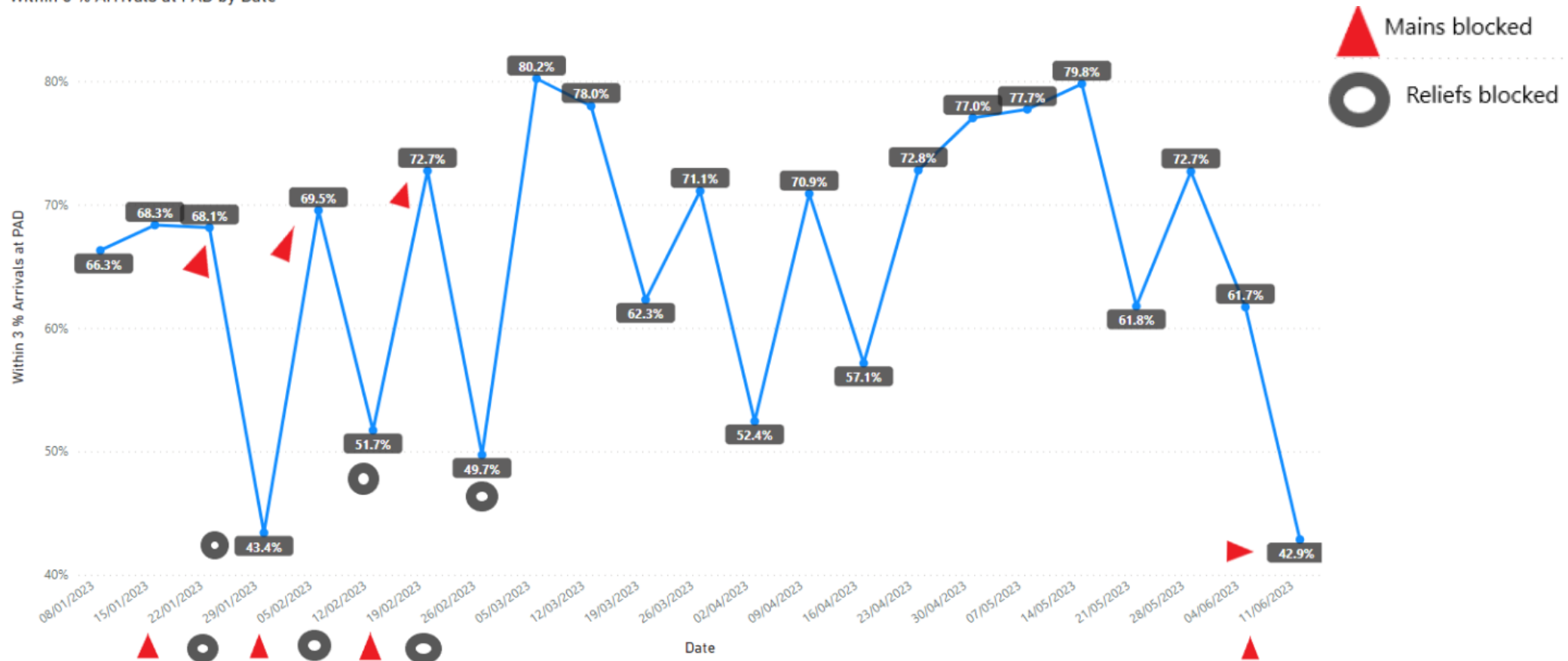
MTR EL note

There were no significant incidents in the central operating section on the morning of 11 June and there are on-going reviews of the timing points of services coming out of the COS. Services show the ability to recover with on time arrivals better than timings passing Portobello Jn. This suggests that on time out of the COS was higher than the timings recorded at Portobello Jn.



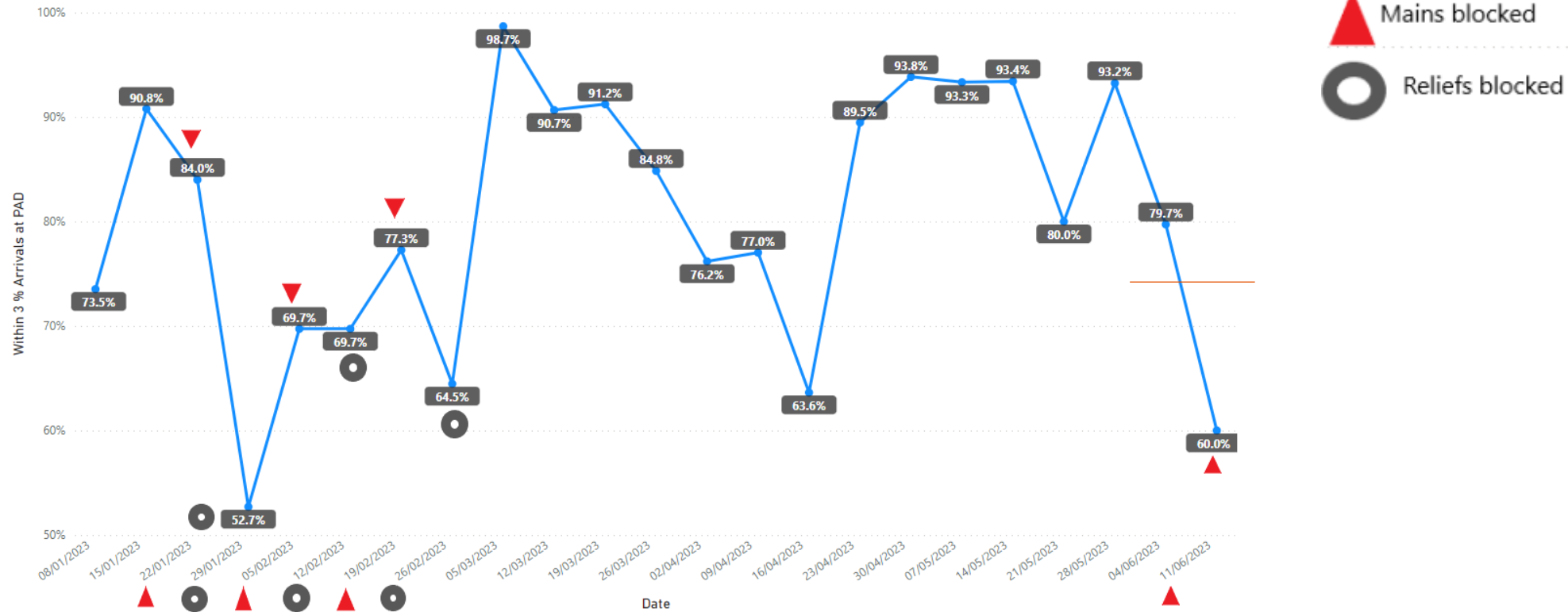
2023 Sunday OT-3 arrivals at Paddington, all operators

Within 3 % Arrivals at PAD by Date



Sunday 2023 Heathrow Express OT-3 arrivals at Paddington

HM Within 3 % Arrivals at PAD by Date



GWML Performance Modelling – Performance & Simulation Team

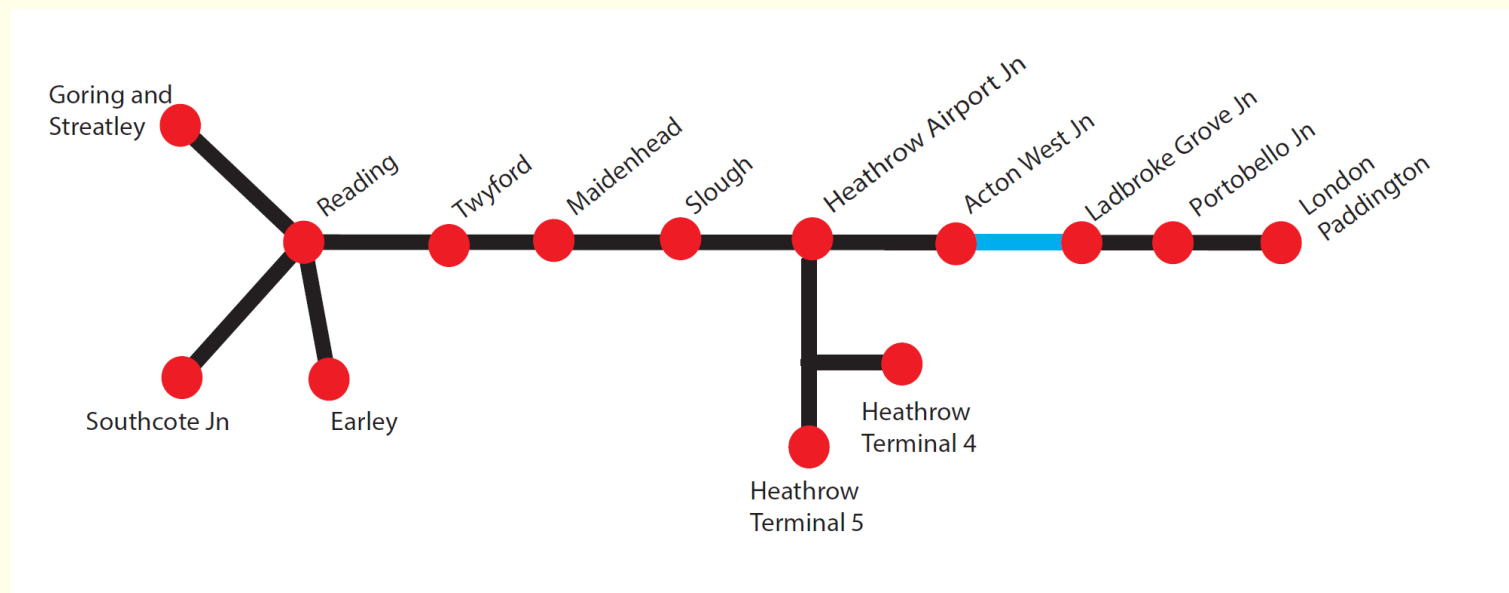


Project Details

Timetables:

- 11th June STP May 23 RL running 2-track TT
- 11th June timetable plus additional HEx services lifted from WTT and validated within RailSys to resolve conflicts detected
- 11th June timetable plus additional GWR services

Time Scope: 0500-1300



Geographic Scope

Blue line indicates possession area



System Operator

On the side of passengers and freight users

Table of Quantum

Hour	Up STP tph	Down STP tph	Up HeX Runcase tph	Down HeX Runcase tph	Up GWR Runcase tph	Down GWR Runcase tph
5am-6am	3	7	3	7	3	7
6am-7am	8	10	8	10	8	10
7am-8am	11	13	11	13	11	13
8am-9am	12	14	12	14	14	15
9am-10am	15	16	15	17	15	16
10am-11am	12	16	14	18	13	17
11am-12noon	15	15	17	17	16	16
12noon-1pm	15	15	17	17	16	16
1pm-2pm	16	14	18	16	17	15
2pm-3pm	14	15	16	17	15	16
3pm-4pm	15	14	17	16	16	15
4pm-5pm	15	16	17	18	16	17
5pm-6pm	16	15	18	17	17	16

Yellow shading shows hours where additional services are over 11th June

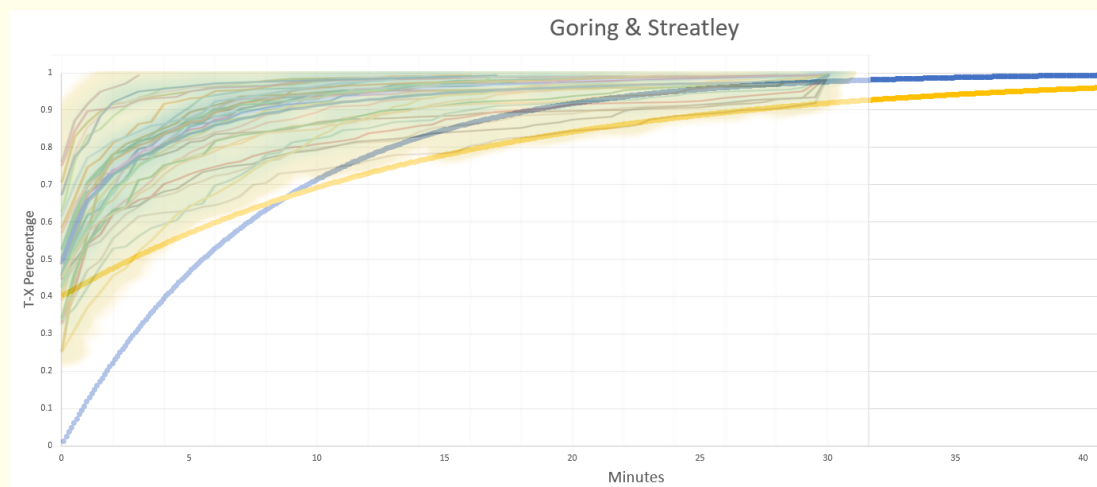
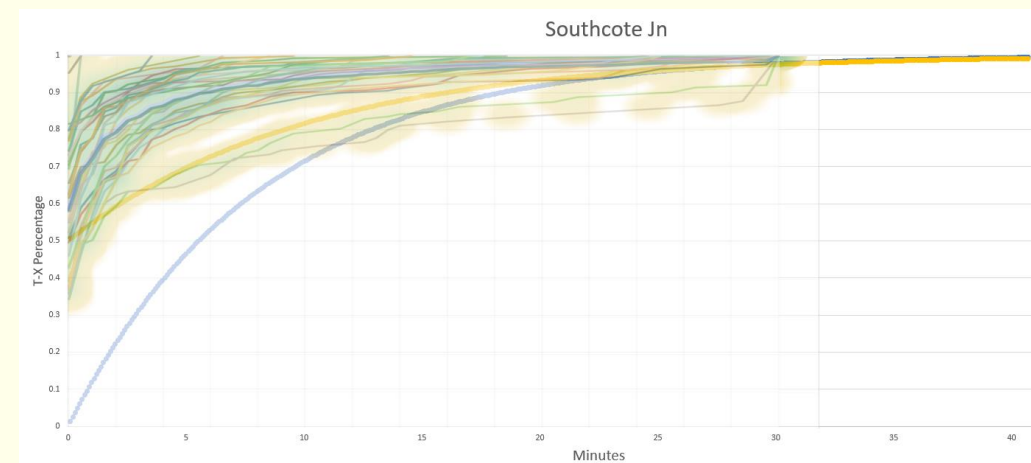
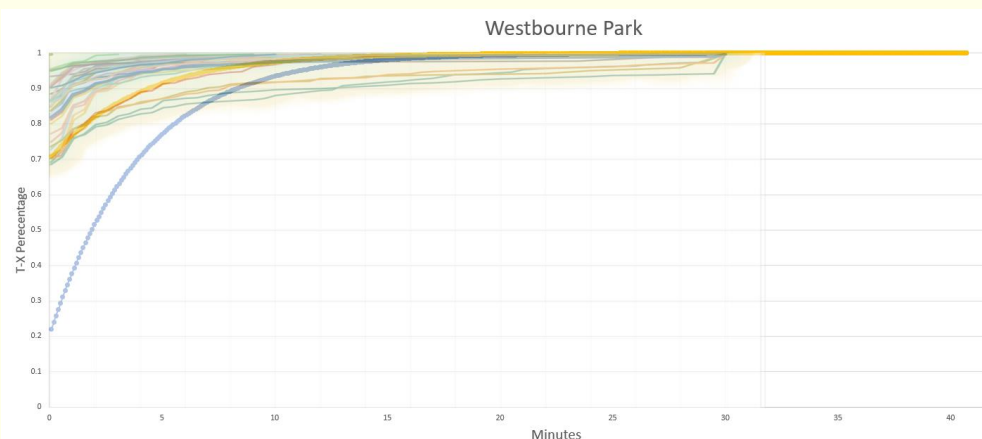
Illustration of what quanta would look like for time period after that modelled

- Prior to 9am, there is little difference between the modelled quantum of services.
- The STP timetable maintains its quantum near to the recommended 14.5tph throughout the day.
- 2 additional HeX services and 1 additional GWR service, in each direction, are added into the STP quantum for their relative runcases.
- This increase in the quantum would be extrapolated beyond 1pm, although not included within the time-scope of this modelling.



Model boundary lateness input

- The Thick Orange Line is what has been Modelled
- This shows the input delays fit the distribution of 'real' days in source data



- Real Data
 - Trust Extract
 - Weekends
 - 01/11/2022 – 28/02/2023
 - Operator By Location
 - Goring & Streatley – GWR
 - Southcote Jn – GWR
 - Westbourne Park – XR
- On the side of passengers and freight users**



System Operator

GWR T-1 Punctuality

• Up

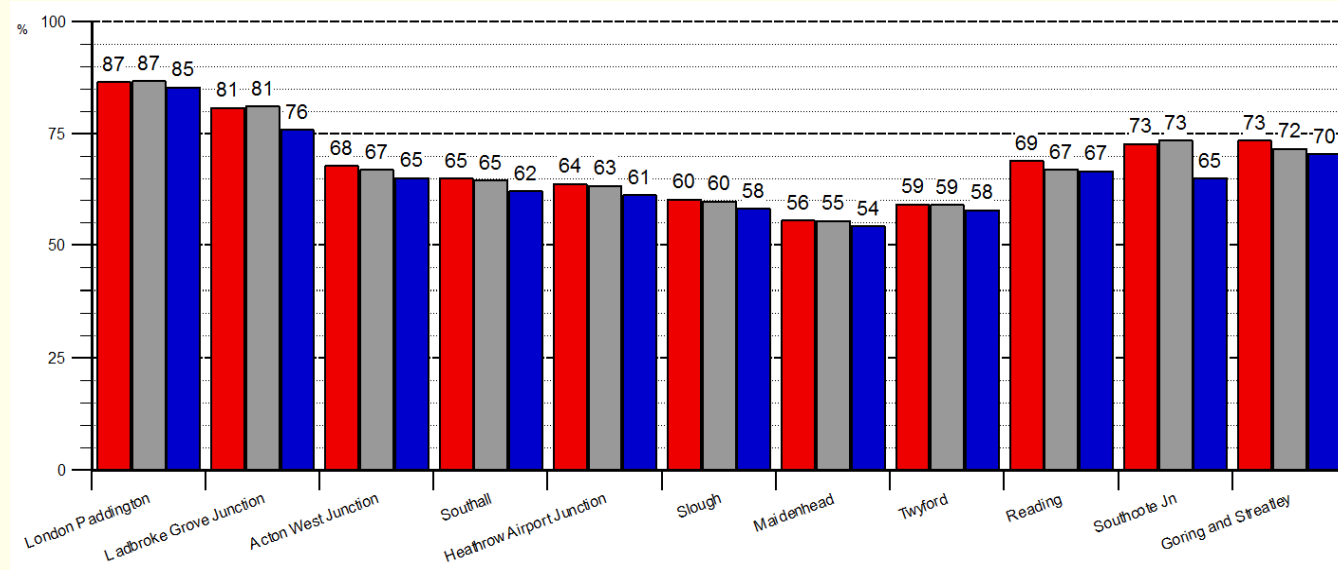
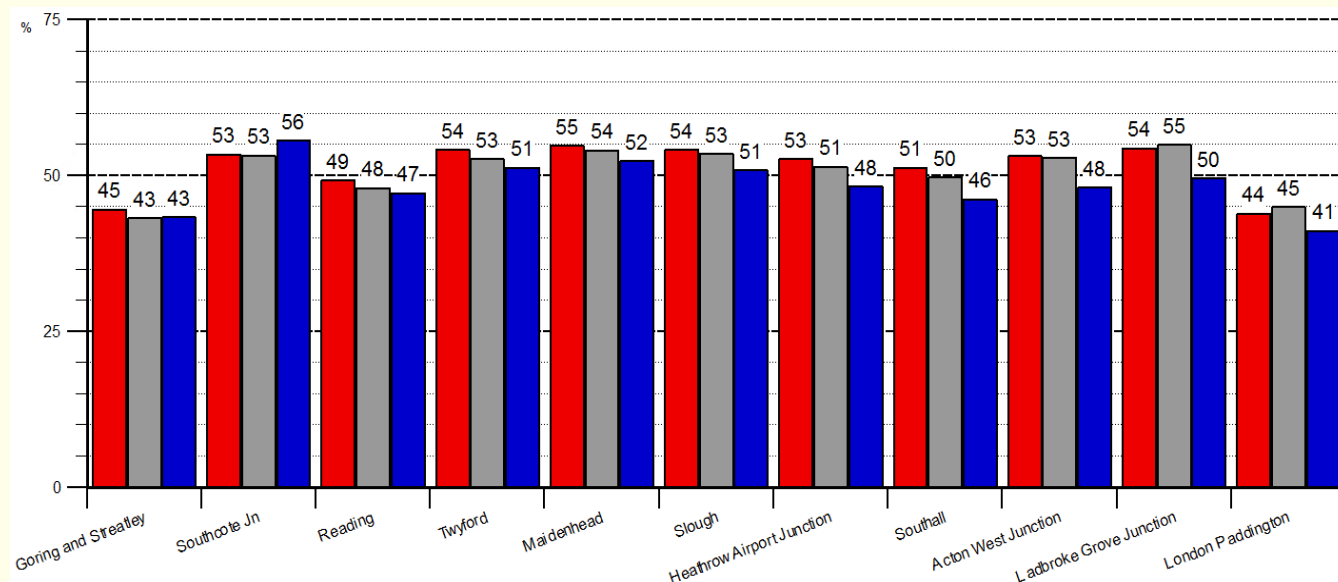
Performance is driven by increased recovery time at Reading for June 11th and both Runcases

Key

- STP Relief Line
- HEx Runcase
- GWR Runcase

• Down

Down performance drops at Ladbroke Grove in the June 11th timetable and runcases due to the GWRs at the back of the flying groups being delayed by those in front across the 2-track section.



System Operator

On the side of passengers and freight users

Elizabeth Line (Heathrow) T-1 Punctuality

• Up

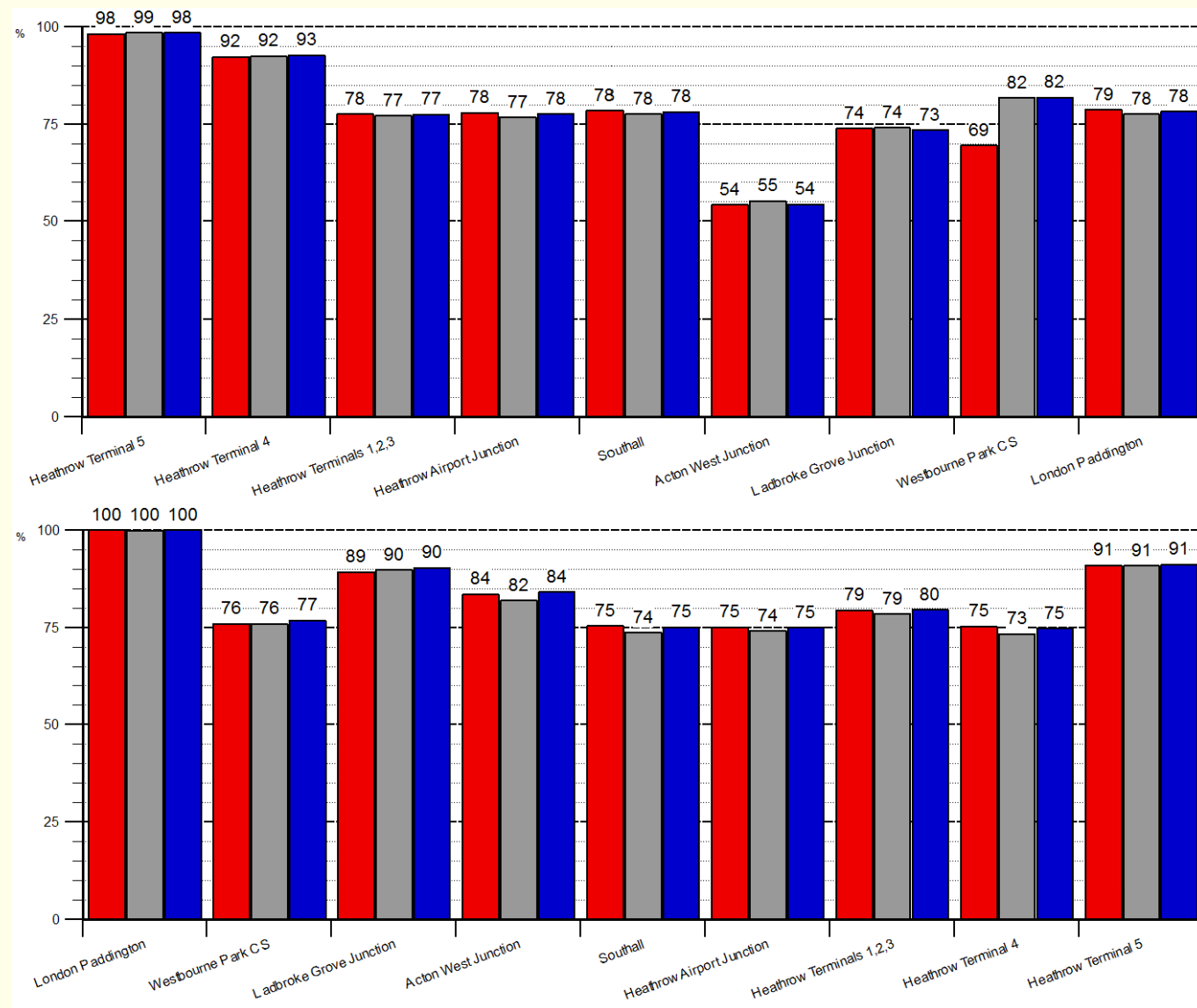
Drop from Heathrow Terminal 4 due to only 2mins platform reoccupation between the HeX from T5 and the XR from T4 at Heathrow Terminal 1,2,3. This drop in performance is carried through to Acton West Jn.

Key

- STP Relief Line
- HEx Runcase
- GWR Runcase

• Down

Increased numbers of Crossrail services entering from Westbourne Park in the Base after 10am lead to a higher level of entry delay being applied Vs better performance at departure from Paddington due to recovery.



System Operator

On the side of passengers and freight users

Elizabeth Line (Reading) T-1 Punctuality

• Up

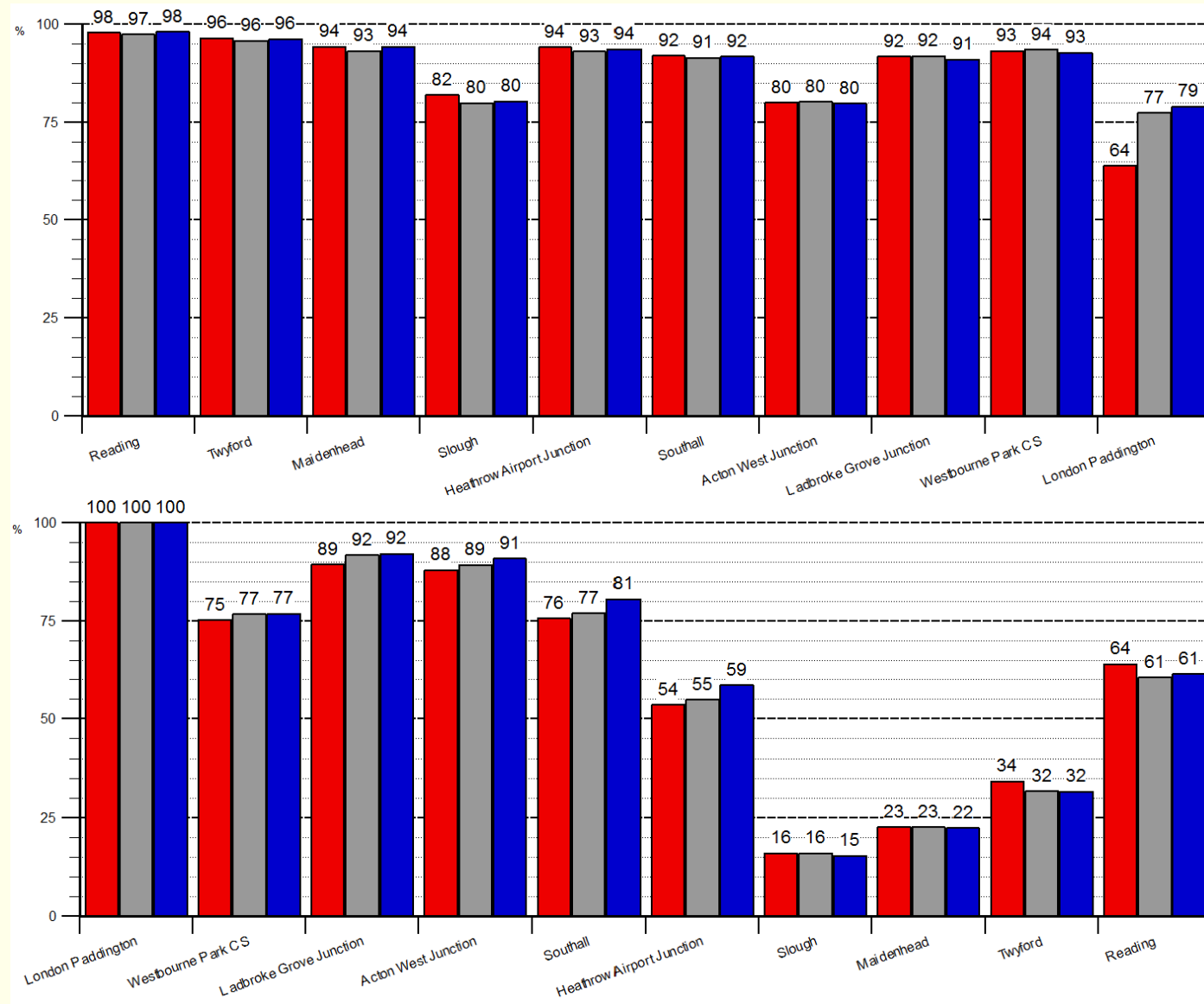
Reduction in performance for June 11th and runcase TTs between Reading and West Drayton levels out at Heathrow Airport Jn where interactions with Heathrow services and funnelling into the Acton West Jn throat take over.

Key

- STP Relief Line
- HEx Runcase
- GWR Runcase

• Down

Increased numbers of Crossrail services entering from Westbourne Park in the Base after 10am lead to a higher level of entry delay being applied Vs better performance at departure from Paddington due to recovery.
Large drop at Slough due to SRT deficiency.



System Operator

On the side of passengers and freight users

HEX T-1 Punctuality

• Up

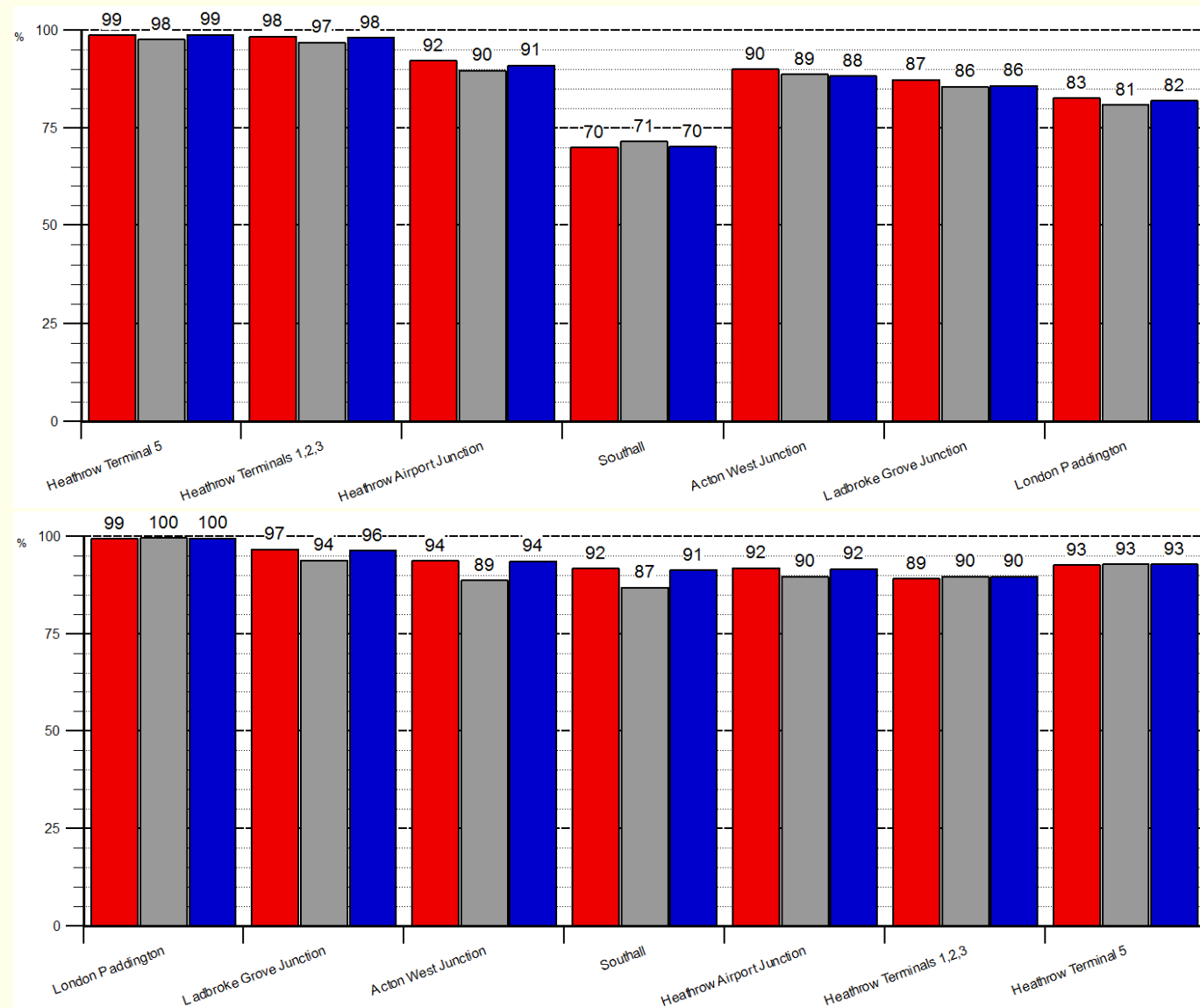
Reduced recovery within the T5 turnaround and T123 dwell led to poorer presentation times at Southall within the June 11th and runcase scenarios; performance which is carried through to Paddington arrival.

Key

- STP Relief Line
- HEx Runcase
- GWR Runcase

• Down

Increased number of services in the HEx runcase cause a decline in performance versus June 11th and GWR runcase TTs as the increased quantum of services through Acton West Jn causes queuing back to Portobello Junction.



System Operator

On the side of passengers and freight users

Summary

- Passenger demand – current data aligns with forecast, sufficient on-train capacity at 14.5tph
- Performance – evidence from Week 11 shows significant impact to performance when running 2TT
- Modelling – further work required

Questions/AOB

Next steps

- Further modelling
- Further performance reviews – weeks 29 and 33
- Further passenger counts and passenger handling observations – weeks 29 and 33
- Saturday 2TT – kick-off session late Aug/early Sep 23 – first Sat 2TT not until Jan 27 but will be included in PSP v2 which will be distributed late 24/ early 25 for consultation.

Close