

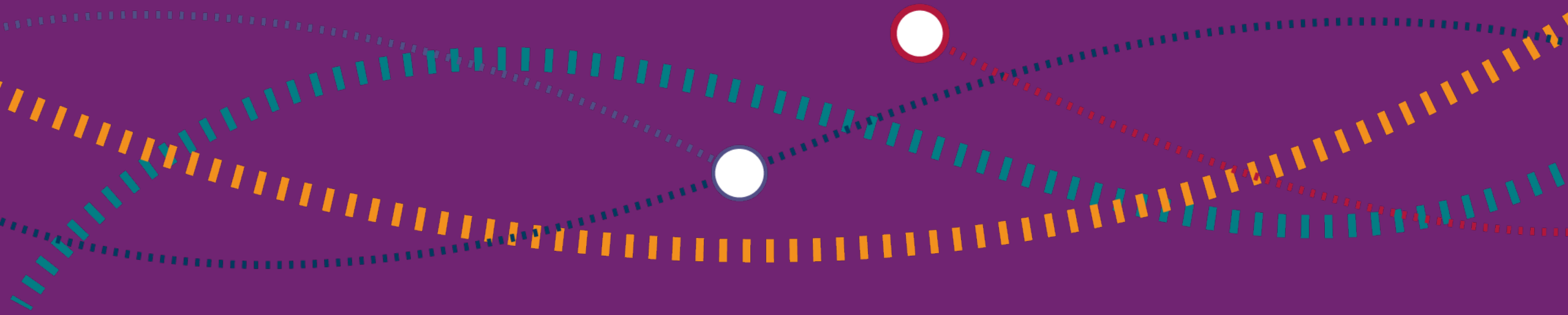
Passenger Track Access

PCD (December) 2023 Timetable Change Date report

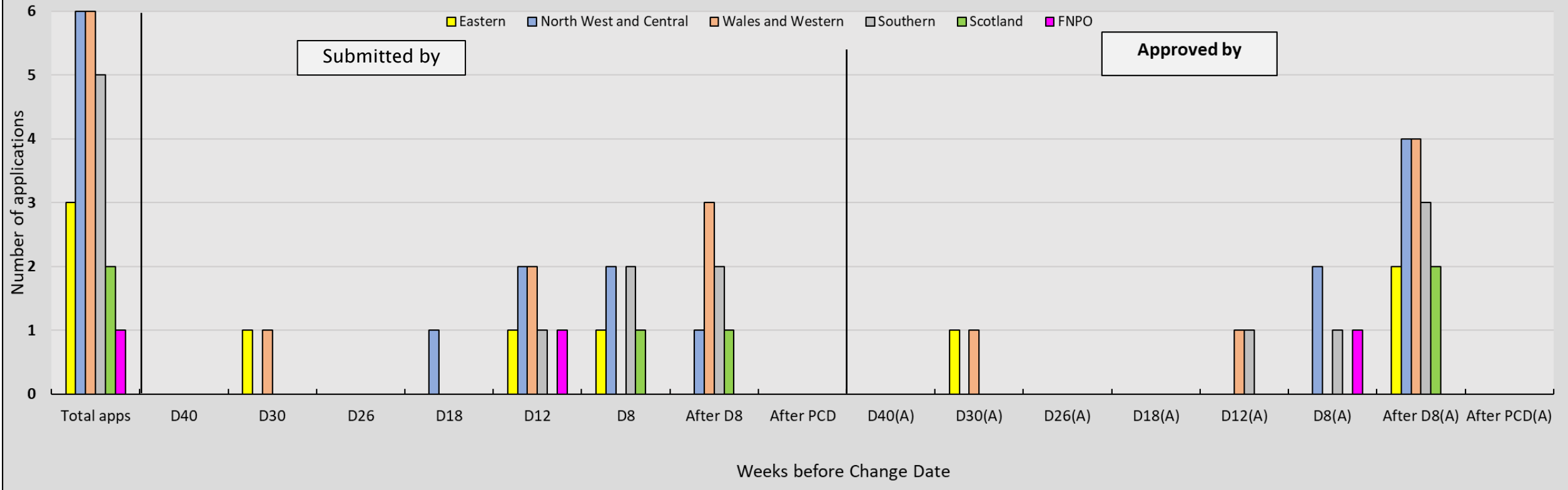
12/12/2023

A decorative graphic at the bottom of the slide features several wavy, overlapping lines in teal, orange, and dark blue. Three white circles are placed on these lines: one on a teal line, one on an orange line, and one on a dark blue line.

PCD 2023 : The Headlines



PCD 2023 - total applications by dates submitted and approved

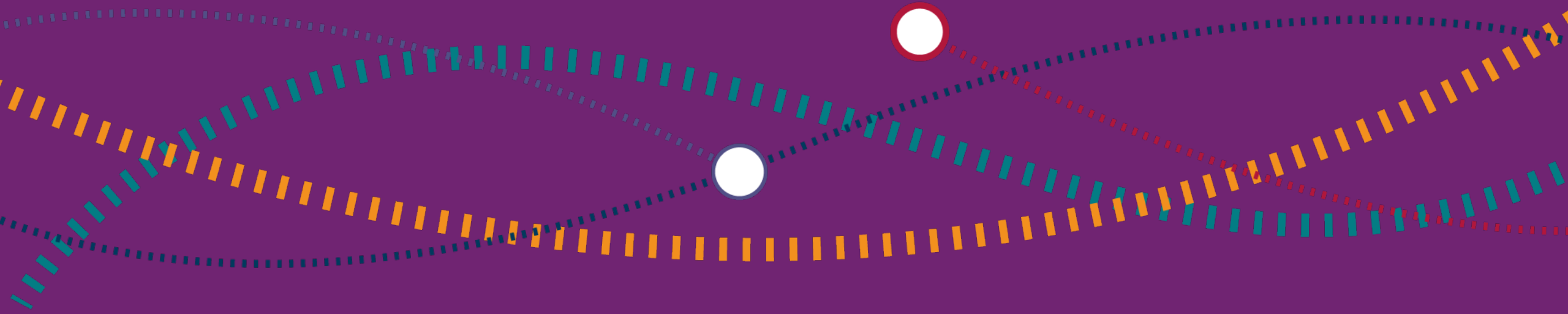


Submissions: the majority (13 out of 23, or 57%) of applications were submitted after D12. Of those, 6 (26% of total) came in by D8 and 7 (30%) after D8.

Wales and Western and Southern regions are notable for having 3 and 2 applications submitted after D8 respectively.

Very late submissions: ScotRail’s 39th SA came in less than two weeks before the Change Date, and TPE’s 55th was submitted with only three working days to go.

PCD 2023 : Whole Network Deep Dive



Year
2023

Type
Specific

PCD or SCD
PCD

RFT
All

NR Reg/IM
All

23
Total cases

Reset filters

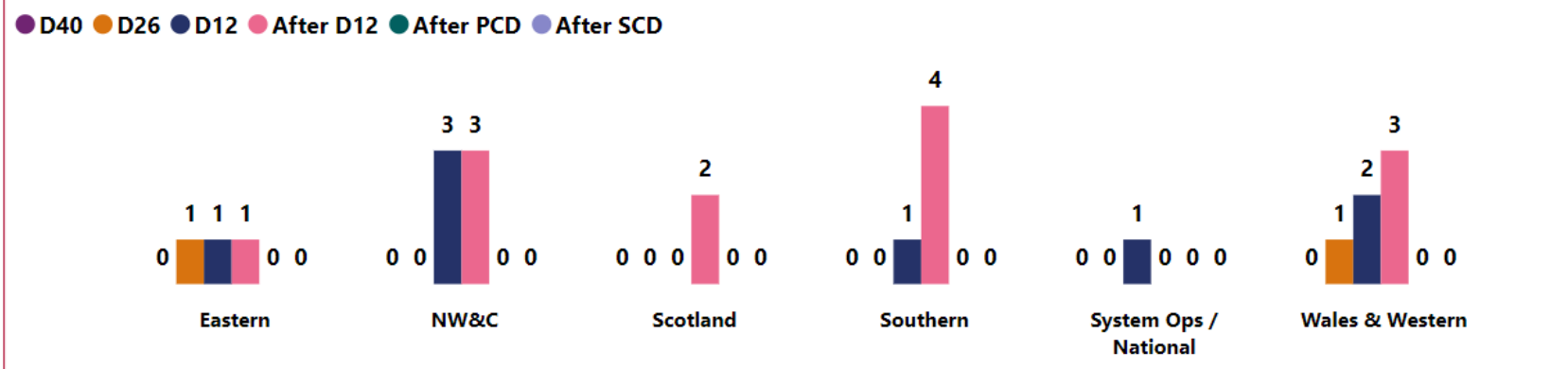
Full screen

Cases by region

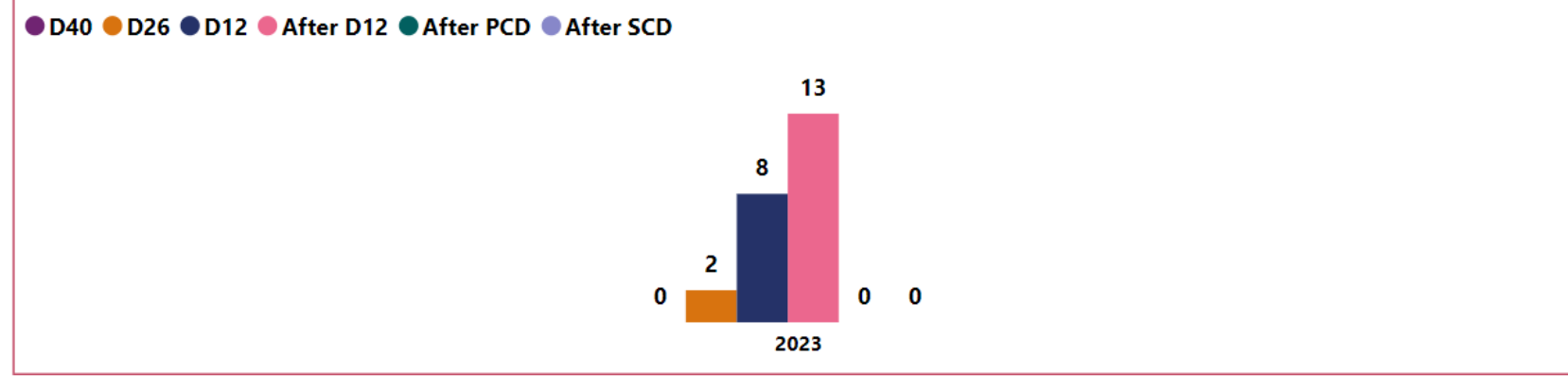
Eastern	3
NW&C	6
Scotland	2
Southern	5
System Ops / National	1

D12 is when passengers should be able to buy tickets for published timetables

Network code milestones by region or IM



Network code milestones by year



Eastern region had only 1 (33%) of its applications being submitted after D12, the success measure ORR had taken for PCD 23. However, it should be noted that it had fewer applications than some of the other Regions.

Scotland had the highest percentage (100%) of applications submitted after D12, although again, please note that it had only 2 applications in total.

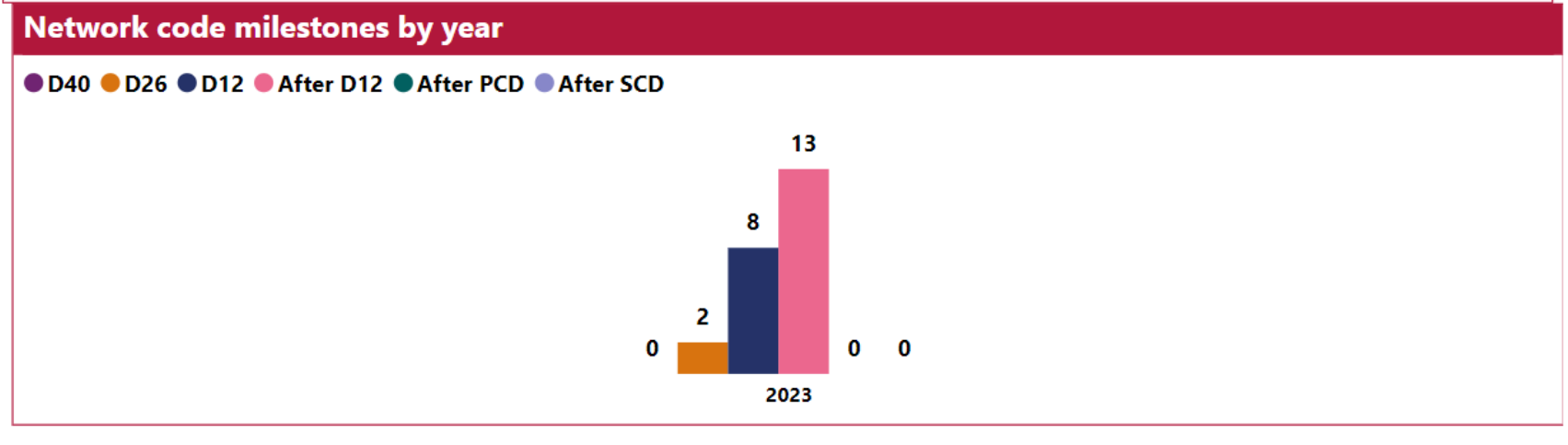
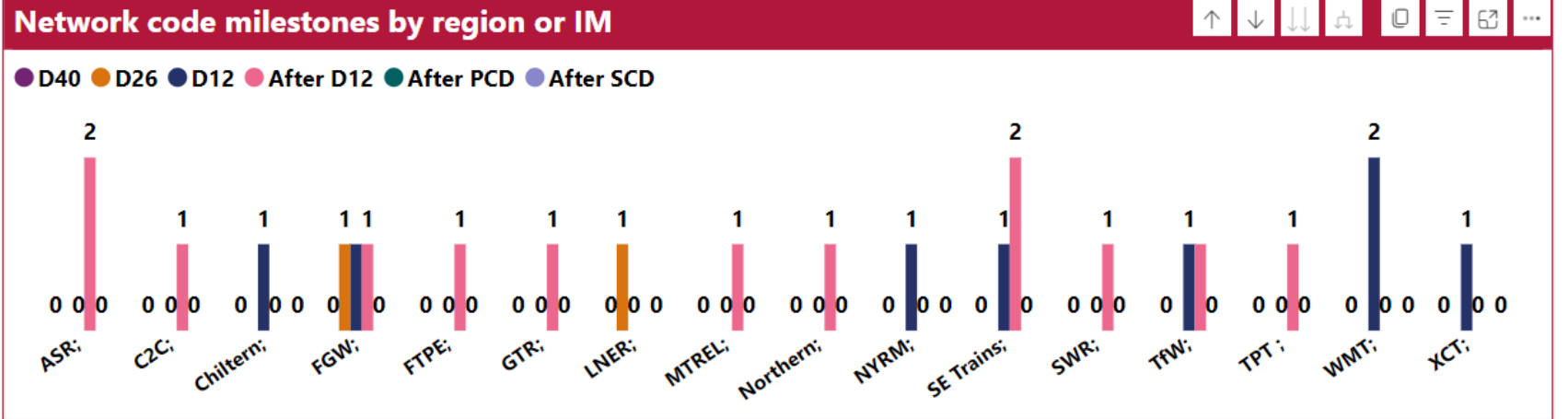
Southern had 80% of its applications submitted after D12, with Wales and Western and NW&C both at 50%.

Year: 2023
 Type: Specific
 PCD or SCD: PCD
 RFT: All
 NR Reg/IM: All
 Total cases: 23
 Reset filters
 Full screen

Cases by region

Eastern	3
NW&C	6
Scotland	2
Southern	5
System Ops / Nati...	1

D12 is when passengers should be able to buy tickets for published timetables



This slide shows the timeliness of applications in each Region by train operator.

As can be seen, ScotRail and Southeastern both submitted 2 applications after D12.

Only LNER and FGW were able to submit applications prior to D26.

WMT and Chiltern both improved their timeliness following the review into their late SCD 2023 applications.

Year
2023

Approval type
Specific

A&L Function
Passenger Track Access

87
Total cases

Reset filters

Full screen

Total applications by year

87
Applications

2023
Year

61
Applications

2022
Year

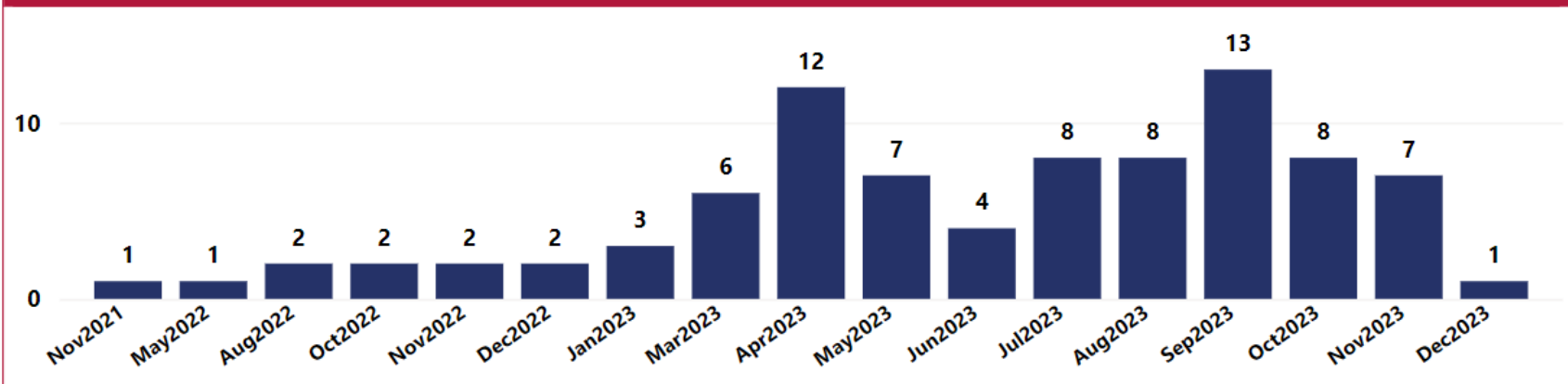
53
Applications

2021
Year

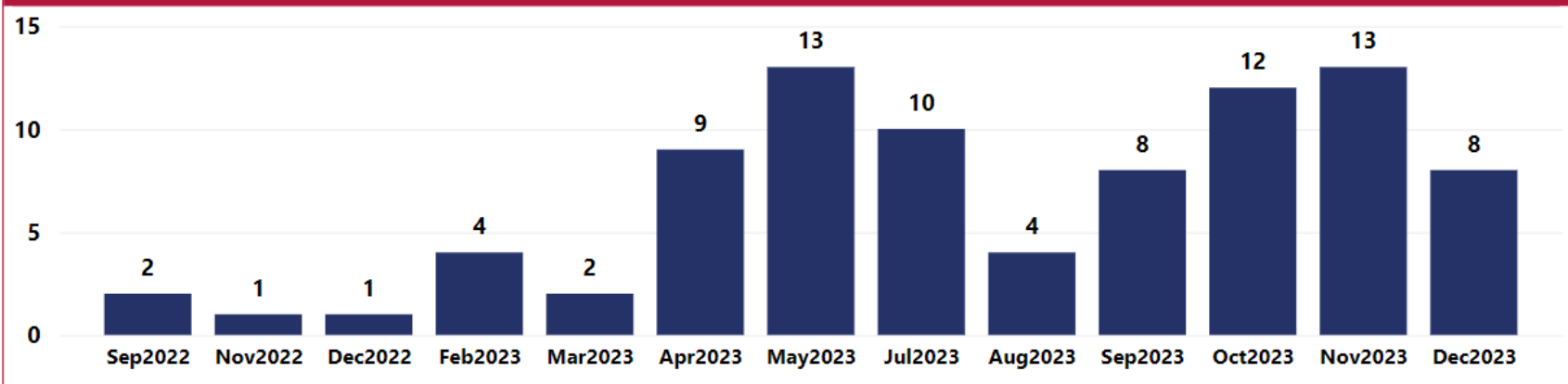
65
Applications

2020

Total submitted cases by month



Total approved cases by month



We have seen a 43% increase in applications in 2023 (calendar year) compared with last year. Not all these applications were timetable linked and the figures do not include General Approvals.

The spikes in applications around April and September occurred during the times leading up to the Change Dates in May and December respectively.

There has also been an increase in applications to put rights in place for services that were running void.

Year: 2023
 Type: Specific
 PCD or ...: PCD
 RFT: Yes
 NR Reg...: All
 Total cases: 15
 Reset filters
 Full screen

Cases by region

Eastern
2

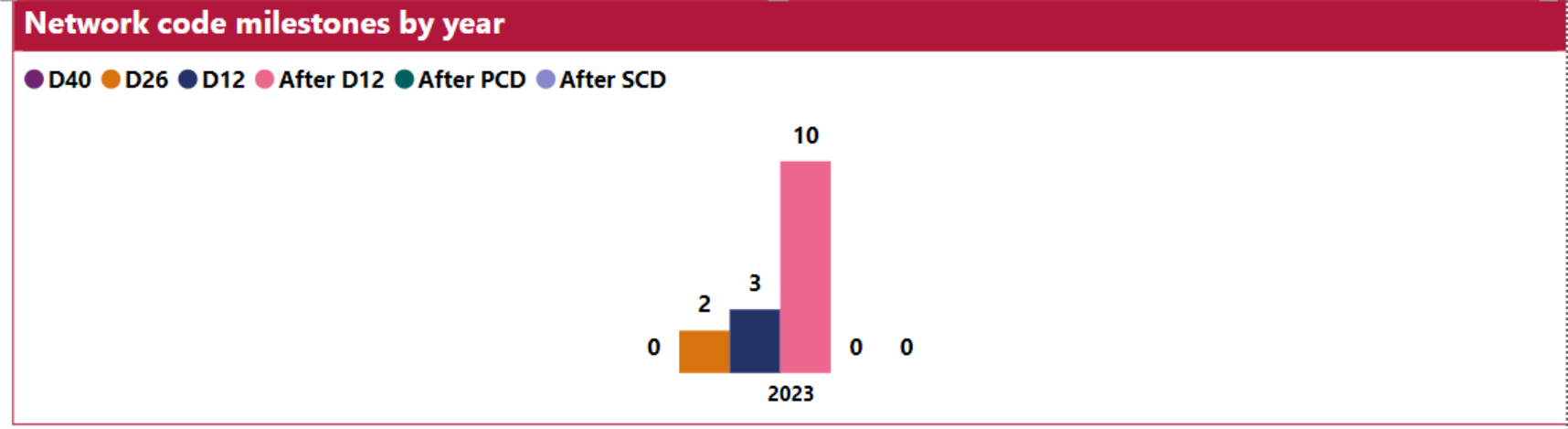
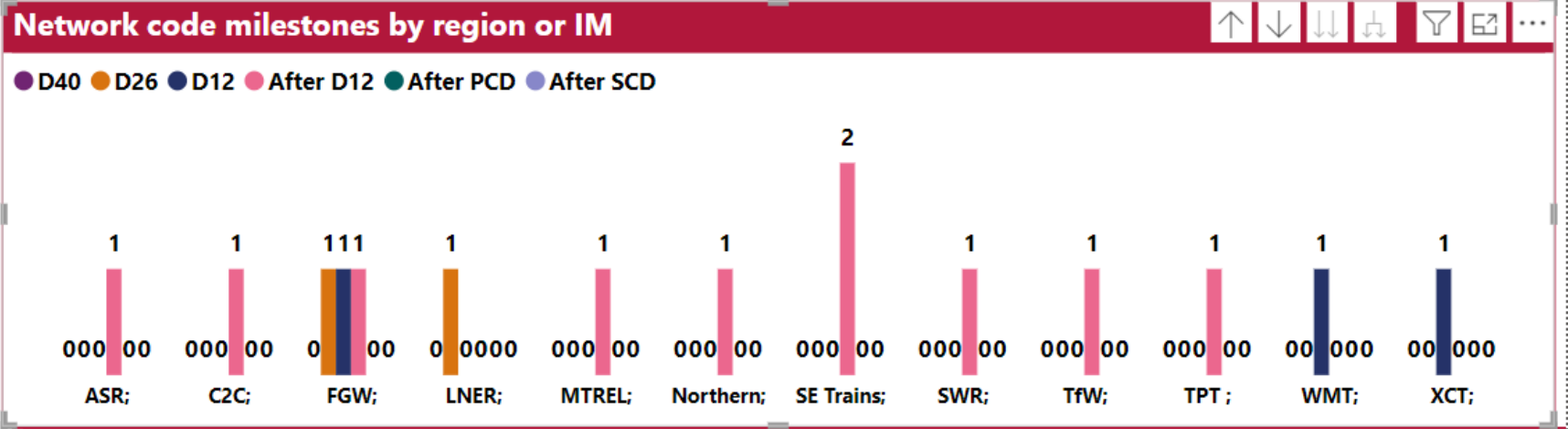
NW&C
3

Scotland
1

Southern
3

System Ops / Nati...
1

D12 is when passengers should be able to buy tickets for published timetables



This dashboard shows the number of applications that we marked as “Right First Time”, and which Regions and TOCs they came from.

Right First Time means that there were no drafting errors or omissions from the informal submission. It does not mean that there were no queries from our Operations team or that there were no outstanding objections on the informal submission.

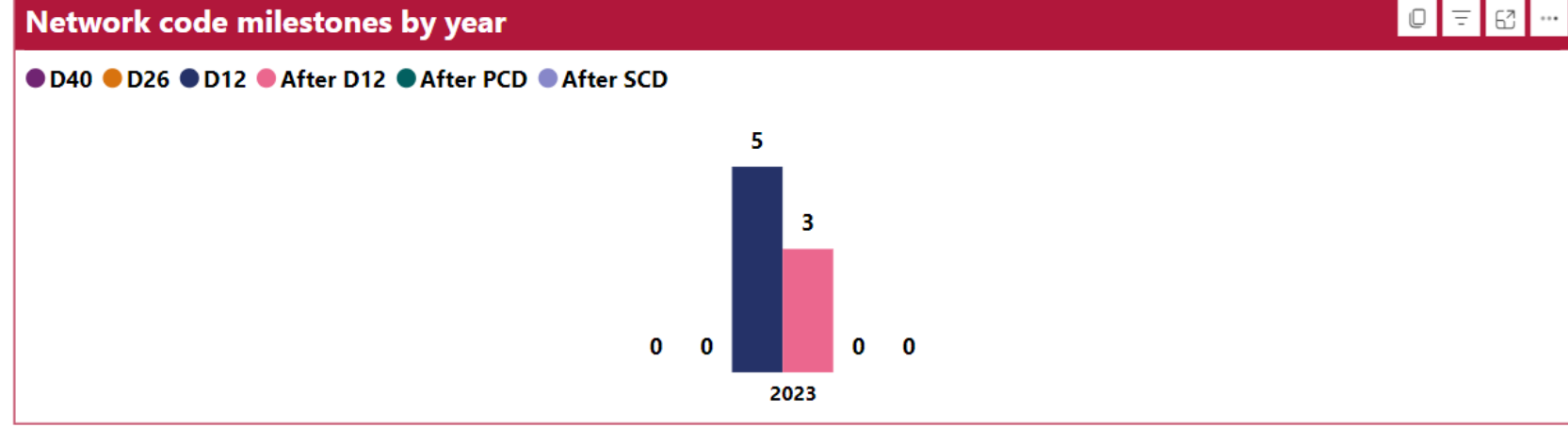
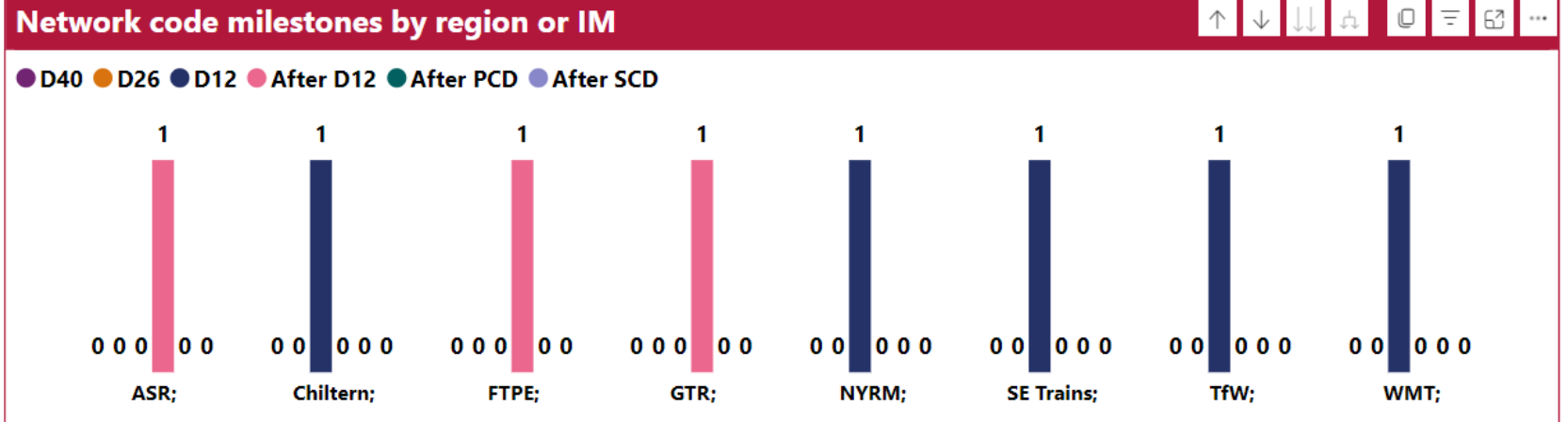
15 out of the 23 cases (65%) were Right First Time.

Year: 2023
 Type: Specific
 PCD or SCD: PCD
 RFT: No
 NR Reg/IM: All
 8 Total cases
 Reset filters
 Full screen

Cases by region

Eastern
1
NW&C
3
Scotland
1
Southern
2
Wales & Western
1

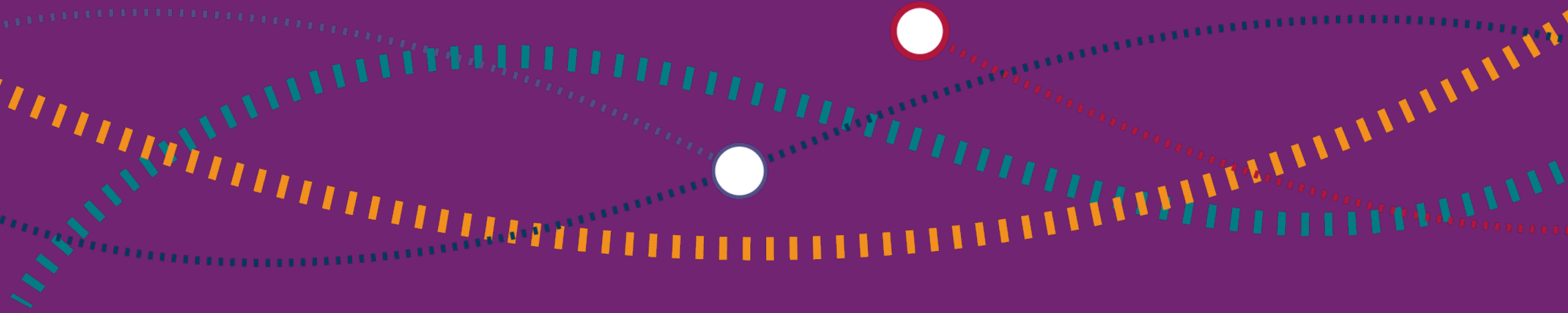
D12 is when passengers should be able to buy tickets for published timetables



8 out of 23 submissions (35%) were not marked as Right First Time.

The reason given for this in most applications was “Drafting errors”, an issue which presented in varying degrees of severity. In one case significant redrafting was required, and we also noted that an earlier, uncorrected version of the contract was formally submitted for one application.

PCD 23 : Whole Network Process Score



Year: 2023 | NR Reg/IM: All | A&L Function: All | 23 Total cases | Reset filters | Full screen

Traffic light rating



Reasons given for Amber status:

- Submitted with outstanding objections
- Required cross-checking with another application by the same TOC to avoid clashes
- Significant drafting issues
- Late submission
- Late formal submission

Other data measures

Weeks from SoAR authorisation to start of consultation	
Regional averages	
Eastern	7.6
W&W	3.5
NW&C	1.6
Southern	3.3
NPACE	3.1
Scotland	1.2
Overall average	3.2

We would usually expect consultation to start within two weeks of SoAR authorisation. It seems that obtaining signoffs from all the necessary Route and planning teams is causing delays in many cases here.

Weeks from end of consultation to informal submission	
Regional averages	
Eastern	2.2
W&W	0.3
NW&C	2.0
Southern	0.2
NPACE	0.6
Scotland	1.5
Overall average	1.1

Again, two weeks is a reasonable time for customer teams to update the Form P and submit the application. The averages for Eastern and NW&C were pushed up by outstanding objections that needed to be closed before submission.

Weeks from invitation of formal submission to formal submission	
Regional averages	
Eastern	1.7
W&W	1.6
NW&C	2.3
Southern	1.8
NPACE	0.9
Scotland	0.9
Overall average	1.7

The process of getting signatures from the necessary people on the formal submission can be delayed by staff absences. We suggest that there should be a better system for covering these and avoiding “single point of failure” situations.