

Minutes for Rail Recovery Taskforce Meeting 12/01/21

(MS Teams) commencing at 09:30

Attendees:	<p>Abellio ScotRail (ASR): <names redacted> Network Rail (NR): <names redacted> Transport Scotland (TS): <names redacted> Transport Focus (TF): <names redacted> British Transport Police (BTP): <names redacted></p>	
Apologies:	<names redacted>	
Agenda ID	Agenda Items	Owner
1.	<p><u>Welcome</u> Chair: Welcomed all and conveyed apologies of those who advised non-attendance.</p>	
2.	<p><u>Agenda</u></p> <ul style="list-style-type: none"> • Performance update • Revenue update • Timetable update • Comms update 	
3.	<p>Performance update</p> <p>Chair: MMA at period end 91.9% Period 10 figure 93.2% Best P10 ever. Period 11 target 92.4% Best ever P11 is 93.3% so something to aim for, although weather challenges have already had an adverse impact. MMA currently showing 92%</p> <p>Revenue update</p> <p>Chair: 10% of pre-pandemic levels 30k journeys last week compared to 315k in same week of 2020. Remains flat. 13k passengers Saturday and 10k Sunday.</p> <p>Timetable update</p> <p>Chair: Short term reduction to train formations. Not yet implemented. Ready to implement once we get the authority to do so. Any updated from TS on this?</p> <p><Redaction>: Unfortunately, no progress as yet but will chase up again this morning.</p> <p>Chair: Keen to progress but will not do so until a authority is given.</p> <p><Redaction>: Meeting in the diary today to be discussed so maybe some update on tonight's call.</p> <p>Chair: Revised TT from 1st Feb was presented as a proposal at the seniors meeting on Friday. It was received positively. One or two slight changes to the paper in terms of the options and how we would react to change. Now awaiting <Redaction> approval. Plans progressing. Proposal takes us to high 60s% compared to overall average of reduction to 74% on DfT TOCS. This figure fluctuates across the operators. Non-DfT TOCs service levels dropping to 65% Wales and 56% Mersey Rail.</p> <p><Redaction>: Paper came in Friday evening. Draft briefing has been worked on. Included potential drawbacks to the plan. Suggestion that the brief that <Redaction> should encompass wider transport impact rather than just rail. Possibility that restrictions could be extended if not</p>	<Redaction>

strengthened. Made it clear that we have had to begin work on the preferred option before a decision is made due to the size of the task. Would be useful to get opinion from a passenger perspective to help with considerations.

<Redaction>: Supportive of preferred option. Reliable timetable for the people that need to use the service is by far the priority. Bus sides should fill in where rail cannot reach and hopefully some integration of transport modes will occur during this afternoon's meeting.

<Redaction> shared plan with other directors. Some initial feedback but nothing significant to this point that would cause concern.

Chair: Invited <Redaction> to update on dialogue with RTPs

<Redaction>: RTPs have been given May 21 and current proposals. There were one to one's last week and a full meeting yesterday. All supportive of short-term changes. They have been updated on May 21 and will provide feedback once they have digested the changes. NHS stakeholders have all come back reassured that start of service and evening shift changeovers are okay. They are checking shift patterns for changes since the last services we had, which will inform any tweaks required to the service.

<Redaction>: Great to hear that about the consultation with RTPs and NHS stakeholders. This is excellent and much appreciated.

Chair: Invited <Redaction> to update on 1st Feb timetable progress

<Redaction>

<Redaction>: Progressing well with specification disclosed last week. Feel like we are in a more stable position to deal with the change compared to last year though if there is to be further change, we are committed to bidding a timetable change by 21st January, so a decision on any changes to the plan would be appreciated sooner rather than later. Will get some comms developed about changes to the timetable that can be shared through the usual channels in recognition of the lag between plan creation and trains showing correctly in retail systems within such tight timescales.

May 2021 timetable update

Chair: <Redaction> 1

<Redaction> received a query from RMT that rail workers having difficulty with childcare places. Guidance on government website categorising keyworkers. Purely for awareness just now.

Chair: Aware of this from previous meetings and HR has been assisting with this matter.

<Redaction>: Fully supportive of May 21 timetable proposal that allows reliability. <Redaction> 1

Chair: <Redaction> invited to update on cross border operators

<Redaction>: Plans are being finalised. No change TPE. AWC same as last few months. Hope to confirm timetable aspirations at next meeting on Thursday and will share at next RRTF meeting. No change anticipated from what already reported.

Chair: <Redaction> invited to update on NR Ops

<Redaction>

<Redaction>: Awareness of the risk from last lockdown of staff not being able to take trains into work but this does not seem to be an issue this time around given that the service start up is being protected, so no real concerns as things stand.

	<p>Comms update</p> <p><Redaction>: Awaiting decision on carriage reduction. Some info sent on to <Redaction> for 1st Feb plan.</p> <p><Redaction> will be asked at RECC about timetable reduction so preparing for this. Suggestions that an announcement by <Redaction> may be best course of action <Redaction> 1</p> <p>Chair: Welcome <Redaction> to call</p> <p><Redaction>: Currently focussed on response to any questions raised at RECC.</p> <p>Chair: Update sought from BTP about anti-social behaviour, but connectivity problems means this will be left for the next meeting.</p>	
4.	<p><u>AOB</u></p> <p>None</p>	
Appendix		
	Next session to be held on 19/1/21 (MS Teams conference) commencing at 09:30	

Minutes for Rail Recovery Taskforce Meeting 19/01/21

(MS Teams) commencing at 09:30

Attendees:	<p>Abellio ScotRail (ASR): <names redacted> Network Rail (NR): <names redacted> Transport Scotland (TS): <names redacted> Transport Focus (TF): <names redacted> British Transport Police (BTP): <names redacted></p>	
Apologies:	-	
Agenda ID	Agenda Items	Owner
1.	<p><u>Welcome</u> Chair: Welcomed all.</p>	
2.	<p><u>Agenda</u></p> <ul style="list-style-type: none"> • Performance update • Revenue update • Carmont Jan 21 • Current service levels • AOB 	
3.	<p><u>Performance update</u></p> <p>Chair: 93.5% PTD @ Day 9, 0.6% ahead of target albeit some significant disruption last week</p> <p>Resilience of TT remains strong, significant incident at Shields morning peak yesterday, 82 individual PPMf, but recovery afforded 97% evening peak</p> <p>Conscious of various weather issues in days ahead and placing appropriate mitigation in place</p> <p><u>Revenue update</u></p> <p>Chair: As last week pax journeys remain static with 13k SO, 10k SUN & 34k MO</p> <p>Highlights importance of need to provide suitable service levels in line with government advice on travel</p> <p><u>Carmont Jan 21</u></p> <p>Chair: Line closed on Friday with structure whose parapet had collapsed</p> <p>ASR operating services to closest points either side of obstruction</p> <p>NR are to confirm possession impact, and longevity of, but are still evaluating site</p> <p><Redaction>: NR should be prepared with all data possible for seniors call as it is a priority item for rail team</p> <p><u>Current service levels</u></p>	

Chair: Noted steer from <Redaction> received on Friday 15th which are covered in revised paper circulated yesterday:

Services should reflect demand

Should provide credible service levels for key workers

Any service changes should be cognisant of applicable physical distancing at the time

Services must be monitored and adjusted as appropriate with above factors key

<Redaction>: Now got 2 weeks of patronage data to assess against

Rail utilisation is very different from 2020 lockdown(s)

33% more journeys per day, most of them in Strathclyde area

Walk up increased in comparison to 2020 providing a more dynamic environment where we estimate 300,000 regular rail users

Our plans must be consistent with that and allow for regional easing of measures as well as providing the surety of travel planning

We revisited last week's RRTF paper on basis of 4 rules challenge

All routes that had reduction passed stress test but it also meant that further routes could have change

Paisley Canal now to go to hourly off peak

Stranraer/Girvan been consulted with stakeholders and current changes to remain

Milngavie demand levels show a further step down could be achieved but as the route has had significant reduction this considered to be unwise to implement

Larkhall, Whifflet, Airdrie (Balloch) services could potentially step down but as on health board routes and important for Louisa Jordan site consider detrimental overall to do so

Reductions terms are 20% on today's timetable and circa 65% like for like on Dec 19

Capacity will be low 70%'s, tbc

<Redaction> 2

<Redaction>: Paper broadly in alignment with expectations

TS would have preferred lower levels but accept oversight and tactics in service deployment as outlined above

More emphasis required on longevity of 65% operation, must be dynamic and able to increase quickly and efficiently as appropriate

<Redaction>: Proposal aligns with rationale and acknowledges especially health board sites

Chair: Confirmed service is until further notice and commitment to monitor/adjust as required, especially as advice changes positively

<Redaction>: Question on retail systems lag/comms mitigation and understanding value of journey data with amended working practices in place?

<Redaction>: For duration of Covid all manual and barrier environments have remained

Normally 8/10 pax transit through that environment

Increased use of dynamic/mobile teams to support

9/10 pax transit through environment now

Targeted activities across network provides assurance for customers and staff as well as confidence in figures

Working closely with RMT to address commercial duties

<Redaction>: Website will have reference ahead of retail system changes

Outline comms plan will be shared once finalised

TT changes suit straight forward comms

<Redaction>: Confirmed last trains list available to assist

Chair: Summarised discussion and not overall objection to 1st Feb levels and will circulate latest paper to seniors call attendees today. TS acknowledged

<Redaction>: Updated on timescales for bidding in hand as well as new work package for Carmont and continuing focus on May 21.

<Redaction>: Anglo services in the main not impacting Scotland except for LNER who will be revising from 1st Feb, retaining Scottish destination connectivity, but reducing quantum overall to circa 70%. Sleeper remaining with amended plan to 24th March at earliest, subject to no further changes

<Redaction>: With variety of changes could cross border subgroup retain focus for Dunbar

<Redaction>: Confirmed would monitor

<Redaction>: ASB continues to occur but increase in reporting from staff is allowing it to be both recorded properly and action taken as appropriate

Targeted activity taking place with north electric area continuing be highlighted in this respect

4.

AOB

<Redaction> 1

	<Redaction> : Confirmed NR are moving engineering items at Easter in line with Scot Gov request to provide open railway	
	Next session to be held on 26/01/21 (MS Teams conference) commencing at 09:30	

Minutes for Rail Recovery Taskforce Meeting 26/01/21

(MS Teams) commencing at 09:30

Attendees:	Abellio ScotRail (ASR): <names redacted> Network Rail (NR): <names redacted> Transport Scotland (TS): <names redacted> Transport Focus (TF): <names redacted> British Transport Police (BTP): <names redacted>	
Apologies:	-	
Agenda ID	Agenda Items	Owner
1.	<u>Welcome</u> Chair: Welcomed all.	
2.	<i>Agenda</i> <ul style="list-style-type: none"> • Revenue update • Performance update • Anti Social Behaviour • Current Timetable • Future service levels • AOB 	
3.	<p><u>Revenue update</u> Chair: Journeys remain static in line with previous weeks figures with no change anticipated</p> <p><u>Performance update</u> Chair: PTD 93.8% PPMf, MAA 92.3%</p> <p><u>Anti Social Behaviour</u> <Redaction>: BTP have been undertaking a number of actions in response to recent challenges A number of activities planned for following weekend at locations including Helensburgh and Hyndland corridor 160 individual interventions Letter drops to 20 households to inform about issues Preparing comms piece on Prestwick Town on safety at appropriate time ASR staff welcomed various initiatives and joint working will continue as appropriate</p> <p><u>Current timetable</u> <Redaction>: Final tasks taking place to ensure successful change next week including changes associated with Laurencekirk line closure where we expect an update on that later today <Redaction>: Internal messaging taking place today and to media outlets (embargoed until 27th Jan) Specific media channels set up including email burst and webpage with social media promotion of messaging <Redaction>: NHS consultation has taken place Shared with appropriate stakeholders ahead of media release WHL services may require revisiting NHS stakeholder group has shared changes to hospitals Shift changeovers are consistent with timetable proposals</p>	

Vaccination sub group suggests most users will be very local to site and taking place circa 0830 1630 with larger centres possibly until 1930
Timetable aligns with Traveline service as it offers least change solution as opposed to fastest

<Redaction>: Acknowledged collaboration with as many stakeholders as practical, urged group to ensure rural areas impact/service levels are continually reviewed as appropriate

<Redaction>: Also acknowledged extensive consultation

<Redaction>: Reaffirmed ASR prior commitment to review/react as appropriate, understands WHL resource levels may dictate what can be done if required

General consensus from group changes will have no operational impact on NR services/activities

<Redaction>: Updated on recent surveys, full survey not possible but Serco Sleeper was

Sleeper survey very positive on how that business has met Covid challenges for customers

Very strong appreciation of what Serco have delivered, passengers are noticing this and good to see

Future service levels

Chair: Advised group that ongoing Covid tier/lockdown and with TU agreements no further driver training or restarting of training has taken place in 2021

<Redaction>: May timetable reopener almost complete for bid to colleagues in NR

<Redaction> |

<Redaction>: Acknowledged continued efforts on behalf of passengers, reaffirmed dependability is the minimum target for services the industry needs to address

Chair: May 22 is continuing to emerge as the most relevant point to “restart” with clean slate for new baseline timetable to rebuild from Covid with long term impact on traincrew resource an especially challenging factor

<Redaction>: Agree that affords best opportunity to align efforts and consider relevance of pre Covid service assumptions

<Redaction> |

<Redaction>: Covid will present a generational opportunity to modify/replace Access Condition D and dynamic change will be achievable if that happens

4.

AOB

<Redaction>: WHL have been in touch (see earlier minute) and some specific local measures will address concerns with no need for service changes

Next session to be held on **02/02/21** (MS Teams conference) commencing at 09:30