**Old Oak Common HS2**

**2023/24 Sunday 2 track performance**

**Baseline**

Following discussion between NR and operators, the average performance of the 4-track railway between May and October 23 was used as a baseline for comparison with the 2-track Sundays.

Data was taken for On Time arrivals (NR regulated metric) and 0 – 3 minute arrivals.

Each operator has a different regulated metric:

NR On time arrivals at every station

GWR 0 – 3 minute arrivals at every station

MTR EL 0 - 5 minute arrival at destination (PPM)

HEX Right time arrivals at destination.

**Performance observation:**

Operators’ arrival performance fell below the 4-track benchmark average performance for both on time and 0 – 3 minutes on nearly every Sunday of 2-track operation (both mains and reliefs).

**Methodology**

Data collection focussed on performance between Reading and Paddington to endeavour to isolate the 2-track performance from wider incidents.

Arrival and departure timings taken to assist understanding whether time was lost between those locations.

The following locations were used for taking data:

*GWR:*

Reading departures and arrivals

Paddington arrivals and departures

*MTR EL:*

Western origin/destination departures and arrivals

Paddington departures and arrivals – either main line or low level (Elizabeth line)

MTR EL Western origin/destination stations are Heathrow T4 & T5, Maidenhead and Reading

*HEX:*

Heathrow T5 departures and arrivals

Paddington arrivals and departures

**Possessions:**

Possessions in dispute:

Main line blocks between Ladbroke Grove and Acton West. Paddington trains run over the relief lines between Ladbroke Grove and Acton West.

Possessions not in dispute:

Relief line blocks between Ladbroke Grove and Acton West. Paddington trains run over the main lines between Ladbroke Grove and Southall West.

**Notes on graphs:**

*On time – 3 summary graphs and on time summary graphs*

These show Sunday performance for each operator between May 23 and April 24 for all weekends – covering 4-track, 2-track (mains closed) and 2-track (reliefs closed).

*On time – 3 and On Time summary – main/relief line block 2 track days against average*

These show performance on 2-track Sundays against the 4-track performance benchmark.

*3 and 10 March*

Further detail on 3 and 10 March was extracted as these were the days with the least disruption within the 2-track area.

*Typical days*

It proved hard to determine a ‘typical winter Sunday’ as Sundays are highly variable. This is likely to remain the case for future years of 2 track operation. These variations included:

* Incidents within the 2-track area
* Incidents outside the 2-track area
* Changes to the planned possession limits
* Planned closures of the Elizabeth line Central Operating Section (all services to and from Paddington high level)
* Other possessions west of Airport Junction (affecting GWR service patterns)
* Possessions on NR Anglia route (affecting MTR EL service patterns)
* ASLEF industrial action
* Piccadilly line closures to Heathrow (2 track possession suspended for these)