RSMG

Notes of the meeting held on 11th November

Attendees

Jay Lindop, ORR (chair)	JL	David Greeno, Passenger Focus	PF
Faz Dar, ORR	FD	Carol Smales, DfT	CS
Sneha Patel, ORR	SP	Chris Judge, Network Rail	CJ
Peter Moran, ORR	PM	Marcus Dacre, RSSB	MD
Richard Gould, ORR (minutes)	RG	Ed Palmer, DfT	ED
Chris Waite, DfT	CW	Billy Denyer, ATOC	BD
Nigel Fisher, ORR	NF	Henry Small, Welsh Assembly	HS
John Bird, Centro	JB	Alec McTavish, ATOC (agenda item 8 only)	AM

Actions from the previous meeting held on 8th May 2013

Agenda Item No.	Description of action	Action Owner	Update from meeting on 11th November
1.	ORR to look into discrepancies between the Finance Report published by Gordon Cole and data being badged official statistics. ORR agreed to take this forward.	JL	Provided
2.	It was agreed that the next meeting would be held at ATOC's new offices.	BD	-

Minutes

1.	**Comments from the previous meetings' minutes.** Chris Judge listed as TfL – should be Network Rail Agenda item 3 Quality Assurance – Under agreed arrangements *RSSB – Safety, LUL, Heritage* this should read *RSSB – Safety (mainline)* Action 5 from meeting held on 30th January 2013 still in complete – regarding Folusho Amusan to revise MOUs following comments that these could be out of data.	
2.	**ORR – An update on NRT (including revisions)** SP outlined the NRT publications since the last RSMG and highlighted revisions made to data. SP highlighted that the 2013-14 Q1 releases for each theme of the new Statistical	SP

	Releases had been published each of which has gained National Statistics accreditation. The first of the Q2 Statistical Releases (Passenger and freight rail performance) to be published 14th November 2013.	
3.	**PF/LTW appeals data** Earlier this year concerns were identified with PF and LTW appeals data published on the data portal. Resultantly 2012-13 Q3 and Q4 data was not published whilst the concerns were investigated. Following investigation there are still concerns regarding appeals data and as such data from 2013-14 onwards will not be published for the foreseeable future. 1 – Appeals opened – ORR would prefer to publish appeals resolved rather than opened. Whilst PF can provide this data LTW cannot commit to this currently so to avoid publishing different data from LTW and PF, appeals data is not being published. Appeals resolved data is available on PF's data tool. 2 – Appeals complaints categories – Under LTW processing appeals were only registered under one complaint category (even if the appeal includes complaints regarding more than one category). LTW can now register up to two categories per an appeal but this data will remain unpublished until LTW is able to record all complaint categories mentioned within correspondence. ORR continues to collect the data and it remains available on request.	SP
4.	**Shaping the Future Railway** MD provided an update from the Future Railway event held in MK during October which attracted approx. 150 attendees. The event Split by 7 themes aimed at informing and receiving input from stakeholders regarding milestones, projects and research. For more information on Future Railway see http://www.futurerailway.org/Pages/default.aspx *MD to circulate attendees list* MD also drew attention to the FuTRO prize challenges which are now open for applications, please see http://www.futurerailway.org/tslg/news/Pages/Futro.aspx	MD
5	**Transparency** FD provided an update on transparency work being undertaken at ORR which includes 1 – ORR have regular meetings with Mark Farrow of NR to discuss transparency – RDG are taking responsibility for strategic transparency within the industry and have formed an associated steering group 2 – ORR transparency – ORR are looking to publish delay minutes by cause (i.e. by TOC or NR) having previously pushed for this to be published by the industry. It was also highlighted that the next monitor key stats will include a separate Welsh key stats section. The ORR economist team have been looking at NRE and greater availability of Darwin. 3 – The concept of creating an "Open Rail" brand for publishing rail data has been discussed within ORR. This would not just include ORR data but data published by the wider industry if possible.	FD
6	**ODM** PM provided update on the improvements to 2012-13 dataset 1 - PTE infill – Mott Macdonald doing work for Northern PTE's using similar methodology used by SDG for Centro infill. All PTE's in Northern England will be covered by the infill with the exception of South Yorkshire. 2 – Group station work – Work on 13 station groups (29 stations) – passenger counts	PM

	are to be undertaken at these stations to get a more accurate measure of usage. A pilot at two stations has finished which will help shape the counts and methodology for the other stations. 3 – Other infills -e.g. rover/ranger ticket types – new ticket types will be included which will cover East Anglia and the South West. 4 – Freedom pass data to be included is to be included for the first time in 2012-13. This will be based on a total number of Freedom pass journeys for 2012-13 which will be apportioned to individual stations using an origin destination distribution collected in 2012-13 P04. The data covers national rail, LUL and DLR travel so only those that can be assigned to national rail will be included, limiting the number of additional journeys included, likely to be between 7 and 10 million journeys to Greater London. BD highlighted that ATOC work shows Freedom Pass accounts for approx. 25 million journeys, but this difference will be due to the criteria of which journeys to include. Planned publication for the 2012-13 dataset is early Feb 2014 EP provided an update on MOIRA 2 work	
7.	**Data portal update** FD provided an update. FD apologised for recent outage (2/11-5/11) Outlined the approach going forward of dissemination of data to different user groups - Lay user – through stats releases - Industry users – may require greater depth and raw data - ORR internal – provision of data not necessarily externally available ORR has put the development of any major structural portal changes on hold for a while because the wider ORR is thinking of moving towards a sharepoint system. But will be undertaking small changes such as text etc. FD asked RSMG if they think that the portal/BIT approach is best vfm? Is the dissemination method cost effective for the audience? - CW - it doesn't seem that the datasets are big enough to warrant a the wizard function - CJ – NR reliant on the data but not in great detail so flat table type dissemination would probably be adequate - Few users the report wizard function - CW - benefit of ORR as one repository is not lost with signposting data already in the public domain - Identified that not always a full time series on other websites disseminating data - It was also noted that there is the need to consider data retention and archiving if ORR did no publish statistics (and instead provided links to where they are published elsewhere) to ensure that datasets are not lost. FD will come back to RSMG with a firmed up approach when this is reached by ORR	**FD**
8.	**Fares** PM provided an update. ONS have responded to ORR on the brief for a review of the rail fares index. ONS will undertake the review between Nov-March which will allow enough time for changes to be incorporated into next publication in August 2014. PM introduced some of the options that are being considered (but ONS are not limited to what is in the brief when reviewing). As well as looking at the rail fares index ONS will look at how other travel fare indices are calculated such as bus fare index Next step is for ORR to send ONS the dataset and then meet up to discuss approach. EP – Questioned if the review will be open to other stakeholders? PM – Expect so yes. AT – appalled that one of the most important rail statistics is entirely wrong. AT is concerned at the pace of change on making changes to the index and the knowledge of	**PM**

	the limitations of the index for users. AT also stated that ONS have stopped using the rail fares index for the CPI calculation. ORR has subsequently discussed with ONS and the reason it is no longer used for the CPI is not due to any lack of confidence in the index but because the price change for regulated fares is no longer published in the ORR rail fares index. Given the change in regulated fares generally tracks RPI+1%, ONS have simply used this cap to represent the price change. FD - noted that it was not previously agreed at RSMG that this statistic was "wrong" and that with any statistic there are limitations (which are explained within the notes of the report) dependent on the methodology. JL – Noted that the ORR would have liked to have implemented changes for the latest publication of the index ORR have finite resource and as such it was not possible to make changes for latest publication BD - identified that the differences between measures are accelerated because there is greater use of advance ticketing/ smart card travel etc which are not currently fully captured within the ORR published index. CW - asked if any changes to the index would be back dated, PM noted that this would depend on ONS review and the changes which are suggested. ORR do not hold all the data going back to previous years which may limit the ability to back date the index. AT – asked if ORR could look at the notes to ensure they fully explain to the user the limitations of the index. ***ORR to review notes within the published report***	
9.	**CP5 data** CP5 will have a lot more data in the delivery plan. JL explained the changes to the functions of the Business Intelligence and Analysis and Research teams within the Information and Analysis team at ORR to ensure we are able to deal with the increase in workload.	**FD/JL**
10.	**AOB** JL – CP4 targets still being missed – NR is providing quarterly updates – the 2013-14 Q2 has been received and is being reviewed. RG - Raised to the group that under the new RIDDOR 2013 regulations there is no longer the mandatory requirement to report suicides, as well as changes to injury classifications. MD noted that it had been agreed RSSB will continue collecting mainline data using the same definitions as previously which will allow data to be split by both previous categories and the new RIDDOR 2013 categories. RSSB publications, such as the Annual Safety Performance Report, will continue to use the old categories. The capture of data for non-mainline and LUL data would need to be looked at to ensure consistency.	
11.	**Date and venue of next meeting** Early March 2014 – CW - DfT happy to host next RSMG	**JL**

Action List

1.	**Shaping the Future Railway** MD to circulate attendees list from event held in MK during October JL to have a conversation with NR regarding the direction of the project and how this fits with RSMG role.	**MD** **JL**
2.	**Rail fares index** ORR to review notes accompanying report to address AM concerns	**PM**

Next Meeting: TBC