

Question on Notice

No. 299

Asked on Tuesday 26 March 2019

MR S MINNIKIN ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

QUESTION:

With reference to official Queensland Rail City Train performance measures—

Will the Minister provide the (a) figures for on-time running performance, including the number of skipped or 'expressed' past station services and (b) number of Signals Passed At Danger for 2014-15 to 2017-18 (reported separately by financial year)?

ANSWER:

I thank the Member for Chatsworth for the question.

The on-time running of services is a top priority for Queensland Rail and every effort is made to ensure that services run to the published timetable.

In the 2017–18 financial year, Queensland Rail exceeded its target of 95 per cent of services running on-time. This target is still met when considering the New Generation Rollingstock (NGR) fleet, with 95.85 per cent of services arriving on time.

Queensland Rail has continued to exceed the target with 96.13 per cent of services running on-time in the 2018–19 financial year to March, inclusive of delays attributable to NGR.

In some cases, train controllers may make a decision to run a train express through stations to minimise, or prevent, delays to other services on the network. These decisions are about minimising the effects of disruptions and ensuring the best possible outcome for all customers and the network overall.

Queensland Rail is committed to being accountable and transparent, and actively publishes a range of service punctuality and reliability data, including skipped stations results, on its website. Data shows that the number of services impacted by unplanned express running remains at less than one half of a per cent (<0.5 per cent), representing a very low percentage of overall services.

Financial year	Contractual on-time running
2014–15	97.24%
2015–16	97.16%
2016–17	94.51%
2017–18	95.85%

Financial year	Trains that 'skipped' stops	% Services that 'skipped' stops
2014–15	559	0.15%
2015–16	586	0.15%
2016–17	454	0.12%
2017–18	548	0.14%

Signals passed at danger (SPAD) incidents are an industry-wide issue faced by rail operators all over the world.

Queensland Rail has seen a steady improvement in the rate of SPAD incidents on its network since February 2018.

In January 2019, Queensland Rail recorded its best-ever SPAD rate, with just 1.44 SPADs per million train kilometres travelled—a 43 per cent improvement on the same period last year. The SPAD rate in February 2019 was 1.66 SPADs per million train kilometres travelled, which remains below Queensland Rail's target of 1.78.

This follows the establishment of a dedicated SPAD Prevention Taskforce in October 2017, which brought together key employees from across Queensland Rail to deliver a comprehensive SPAD strategy, and a broad range of new safety controls focused on human factors, driver behaviour, and increased levels of engagement with staff.

The taskforce has already implemented new toolbox talks for staff, increased one-on-one engagement with train drivers to improve SPAD awareness, and physical changes to signalling infrastructure at a number of locations including Normanby and Northgate.

	2014–15	2015–16	2016–17	2017–18
Number of SPAD Incidents – Queensland Rail Citytrain network	34	27	28	37
Train kilometres (Citytrain)	15,890,583	15,907,413	15,677,255	15,837,280