

AUGUST 2016

There were a total of **495** cancellations this month compared with 175 in January and 193 in February, 195 in March, 299 in April, 315 in May, 604 in June and 402 in July. August is therefore GTR's second worst month to date, this year.

429 trains were cancelled outright and never passed through Hassocks, at least as passenger trains
66 trains ran but failed to stop.

85 were planned cancellations due to to an industrial dispute
73 were due to issues with train crew
54 were due to planning errors
30 were planned cancellations other than due to to an industrial dispute
27 were due to the request of the train operator
22 were due to a problem with the traction equipment
17 were due to late arrival of train crew from an inbound service
15 were due to a signal failure
14 were due to a problem with the brakes
11 were due to a signalling problem
11 were due to an unspecified problem with the train
11 were due to problems at the depot
10 were due to a track circuit failure
10 were due to a problem with the on-board safety systems of the train
7 were due to unknown reasons
7 were due to a problem with the track
5 were due to problem with train doors
3 were due to a power supply problem
3 were due to a problem with the overhead line power collection equipment on the train
3 were due to a train being cancelled to allow a slower train to run
2 were due to a person hit by a train
2 were due to a broken down train connected with engineering works
1 were due to a points failure
1 were due to high winds
1 were due to vandalism
1 were due to problems with the electrified line
1 were due to a rail defect
1 were due to a fire away from the railway
1 were diverted

429 in total

Of the **65** trains that did run but failed to stop at Hassocks:-

17 trains were running on time or up to 5 minutes late at their previous actual stop.
11 trains were running between 5 and 10 minutes late at their previous actual stop.
4 trains were running between 11 and 15 minutes late at their previous actual stop.
11 trains were running between 16 and 20 minutes late at their previous actual stop.
7 trains were running between 21 and 25 minutes late at their previous actual stop.
6 trains were running between 26 and 30 minutes late at their previous actual stop.
9 trains were running 31 or more minutes late at their previous actual stop.