

Current Performance Period* : Period 2026 - 11

03 January - 31 January 2026



Punctuality at all stations - LNER	Punctuality at each station stop	
	Time to 3 %	Cancellations %
SCOTLAND		
Aberdeen	74.6%	5.9%
Arbroath	62.1%	5.9%
Aviemore	64.0%	5.7%
Blair Atholl	50.0%	0.0%
Carrbridge	50.0%	0.0%
Dunbar	75.4%	1.2%
Dunblane	0.0%	0.0%
Dundee	70.2%	5.2%
Dunkeld & Birnam	0.0%	0.0%
Edinburgh Waverley	74.4%	3.1%
Falkirk Grahamston	44.2%	1.9%
Gleneagles	43.2%	1.9%
Haymarket	58.6%	4.9%
Inverness	74.0%	5.7%
Inverkeithing	47.0%	7.9%
Kinguise	52.0%	5.7%
Kirkcaldy	53.0%	7.9%
Leuchars	59.5%	7.9%
Montrose	62.5%	5.9%
Newtonmore	75.0%	0.0%
Perth	53.7%	1.8%
Pitlochry	40.0%	5.7%
Reston	81.8%	1.8%
Stirling	42.3%	1.9%
Stonehaven	63.8%	5.9%

Punctuality at all stations - LNER	Punctuality at each station stop	
	Time to 3 %	Cancellations %
NORTH OF ENGLAND		
Alnmouth	62.0%	2.2%
Berwick-on-Tweed	67.8%	2.2%
Darlington	66.8%	2.1%
Durham	69.0%	2.3%
Middlesbrough	80.6%	10.0%
Morpeth	69.0%	2.4%
Newcastle	64.1%	2.8%
Northallerton	65.0%	2.6%
Thornaby	58.3%	10.0%
York	62.4%	3.4%

Punctuality at all stations - LNER	Punctuality at each station stop	
	Time to 3 %	Cancellations %
CENTRAL ENGLAND		
Bradford Forster Square	87.6%	4.7%
Brough	69.0%	6.7%
Doncaster	68.5%	3.0%
Harrogate	90.5%	4.0%
Horsforth	74.7%	4.8%
Hull	88.1%	6.7%
Keighley	75.0%	14.9%
Leeds	74.5%	3.1%
Selby	61.0%	6.7%
Shipley	81.2%	5.2%
Skipton	82.5%	14.9%
Wakefield Westgate	67.7%	2.9%
SOUTH ENGLAND		
Grantham	64.4%	3.2%
Lincoln	91.1%	9.3%
London Kings Cross	78.2%	3.9%
Newark Northgate	66.5%	3.4%
Peterborough	67.3%	3.4%
Retford	76.5%	5.0%
Stevenage	68.4%	3.5%

LNER Planned and Cancelled Services - 2025-2026



Railway Period	Dates	Services originally planned in the timetable	Services fully removed from the timetable prior to the planned day of operation (Full Cancellations) *		Planned services on the day +	On the Day Cancellations		Services operated on the day	Services partially removed from the timetable prior to the planned day of operation (Part Cancellations) **		Notes relating to LNER's Operational Performance	
			LNER #	Other Industry (Not LNER) ~		LNER #	Other Industry (Not LNER) ~		LNER #	Other Industry (Not LNER) ~	Principal causes for services removed from the timetable prior to the planned day of operation	Principal causes for services removed from the timetable on the planned day of operation (On the Day Cancellations)
2611	04/01/26 - 31/01/26	5,111	3	1	5,107	64	159	4,885	8	14	LNER: - Trains in the incorrect location due to disruption Other Industry: - Adverse weather in Scotland	LNER: - Train faults Other Industry: - Broken rail at Yaxley - Engineering overrun near Hatfield - Broken axlen counter at Stevenage

* This includes adjustments made for the impact of large incidents or short term resource changes (sometimes referred to as 'P-coded cancellations')

** These services ran for more than 50% their planned journey (these are also counted as 'P-coded cancellations for the cancelled section')

Changes made due to LNER causes such as fleet technical or traincrew related issues

~ Changes made due to other industry (not LNER) causes such as major infrastructure defects or the effects of severe weather (eg storms, flooding)

+ These numbers form the basis on which periodic industry performance numbers are calculated

LNER's Performance this Period against Department for Transport (DfT) Targets

LNER's Period 1126 Performance

LNER's performance was below the Department for Transport (DfT) Target level for punctuality and cancellations during Period 11 of Financial Year 2025-26 which ran from 04 January to 31 January 2026. These targets are included in the Services Agreement between LNER and DfT.

Performance Commentary

LNER's punctuality and cancellations in Rail Period 11 were adversely affected by both infrastructure and weather-related incidents. There was a particularly disruptive incident at the start of the period with a broken track joint at Yaxley near Peterborough. This impacted both cancellations and punctuality for two days, the second day a result of crew and fleet being displaced during the original incident. The LNER network was also impacted by severe weather during the period, including Storm Chandra and heavy snowfall in Scotland.

Action Plan

LNER continues to work closely with Network Rail and the Department for Transport to limit both the root causes of these events and mitigate their impact to customer's journeys.

Actions being taken to address the incidents described above include:

Reducing Infrastructure Incidents and Disruption:

- LNER has worked in partnership with Network Rail to install track monitoring systems on its Azuma trains. This equipment monitors, records and analyses track condition, enabling faults to be identified and addressed before they can cause a performance issue
- Network Rail continue with a programme of track renewals along the East Coast Route, with large volumes of work being undertaken during weekend line closures between London and Peterborough

Reducing the impact of Severe Weather:

- Network Rail has been undertaking a programme of drainage clearance, water jetting and targeted renewals to reduce the risk of flooding caused by heavy rain
- Network Rail is installing remote CCTV at the highest flood risk locations, including cuttings and near tunnels to reduce the requirement for speed restrictions to be imposed during periods of heavy rainfall