Train Plan Training

LEVEL 2 – Performance Regime

Schedule 8 - Aim

- Was designed as an incentive regime between Network Rail and:
    - each individual TOC
        - Franchised
        - Open Access
    - and each FOC
    - and each Charter Train Operator
- Designed to 'hurt' (financially) NR when its performance falls and provide a 'bonus' for delivering sustained performance

Schedule 8 - Principles

- You capture all individual train delays by comparing actual performance against the timetable held in TRUST.

    - Delays of 3 minutes or more are attributed to a cause using TRUST DA

    - Delays of 2½ minutes or less are put into a bin

- You record how late trains are at destination and a few key locations en-route.

    - These locations are known as Contractual Monitoring Points (CMPs)

Schedule 8 – How it Works

- TRUST interfaces with the signalling system (Automatic Train Recording Equipment) at key locations – Mandatory Timing Points (MTPs).

  - All TRUST Recording Points are MTPs

  - MTPs are not necessarily TRUST Recording Points

- The mathematical logic is to compare the actual time (T_A) in ATRE against the planned time in TRUST (T_P). If $T_A <= T_P$ then there is no delay ($T_D = 0$). As soon as TRUST finds a positive T_D (because $T_A > T_{P)}$) a comparison is made with the previous T_D – any increase and a new delay is created.

Schedule 8 – Delays

Network Rail

- Train departs Liverpool Street on time at 10:00 en-route to Norwich.

  - It passes Bethnal Green Jnc and Bow Jnc on time but is 'checked' 2 minutes approaching Stratford due to a late running freight crossing over onto the North London Line. (2 Minute Delay)

    - Delay is captured but not passed to TRUST DA instead it goes straight into the 'bin'

Schedule 8 – Delays (Continued)

- Our train has a good run and passes Shenfield on time.

  - A track circuit failure at Chelmsford holds a main line signal at red. Our train has to stop and then proceed at caution and arrives at Colchester 6 minutes late (6 Minute Delay)

    - Delay is captured and passed to TRUST DA where it is allocated to NR

  - There is a problem getting a wheel-chair bound passenger into the train and it departs Colchester 8 minutes late

    - A 2 minute Delay is captured but not passed to TRUST DA instead it goes straight into the 'bin'

Schedule 8 – Delays (Continued)

- Having departed Colchester 8 minutes late it gets a good run and arrives/departs Ipswich 7 minutes late and arrives Norwich 3 minutes late on Working Times but there is a 2 minute public differential so actual 'public' arrival at Norwich is only 1 minute late.

  - Our train has collected 3 delays:

    - Two 2-minute delays (into the bin)

    - A 6-minute NR delay

Schedule 8 – Measuring Delays

- Firstly, take all the 1 and 2 minute delays that were placed into the 'bin' and split them 50/50

    - 50% goes to NR

    - The remaining 50% is split in direct proportion to the days total attribution of delays as between NR and TOC

- Next total up the daily total of attributed delay minutes to NR and TOC

- Combine the two to create 'MDNR' and 'MDT'

Schedule 8 - Lateness

- In terms of 'Lateness' the service was 7 minutes late arriving at Ipswich and 1 minute late arriving at Norwich

- This group of ***INTERCITY*** style services are monitored for lateness only at Ipswich and Norwich (Down) with Ipswich and Liverpool Street (Up)

Schedule 8 – Lateness (an exercise)

Network Rail

- If '100%' represents the entire value of the *INTERCITY* group of services

- 50% represents the relative 'customer value' of the Downs and the Ups

- What individual value would you place on the 4 CMPs (Ipswich and Norwich) and (Ipswich and Liverpool Street)?

    - In round figures:
      Ipswich 15% and Norwich 35% (Down).
      Ipswich 5% and Liverpool Street 45% (Up)

Schedule 8 – Measuring Lateness

- Calculate the total lateness at each CMP

  - Irrespective of the causes of delay to trains arriving at each CMP, we add up the sum total of all lateness (measured against GBTT).

  - This is then multiplied by the percentage allocated first to network Rail and secondly by the percentage allocated to the TOC

$$MDNR = \left(\frac{MDNR \times ML}{MD}\right) + DMLNR \qquad MDNR = \left(\frac{MDNR \times ML}{MD}\right) + DMLNR$$

Schedule 8 – Measuring Lateness (an exercise)

- From the information supplied calculate the Lateness at each CMP

  - Syndicates 1 and 3 – Up Trains

  - Syndicates 2 and 4 – Down Trains

- Then, from the record of delays provided, attribute accordingly to NR or NXEA