

**Network Rail  
Possession Indicator Report  
Period 01 2012-2013**

**Produced by the 7-Day Railway Programme Team  
Contact Paul Hebditch / Temidayo Amusu for more details**



## Purpose of the Report

To provide a periodic status report on the network availability targets and Key Performance Indicators (KPIs).

The targets and KPIs measure:

- the level of disruption to train services as a result of engineering work
- how effectively Network Rail's uses its engineering access

This report includes the new Control Period 4 (CP4) KPIs from the ORR regulatory requirements on the 7-Day Railway.

Network Rail's Network Availability is reported under the following headline measures:

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## Headline Commentary

### WTT Weekend Compliance

- WTT weekend compliance measure ended the period at 85%, 4% up on the previous year with c2c, Chiltern, Cross Country and London Midlands all reporting P01 improvements.
- Southern's WTT weekend compliance measure improved by 1% against P01 2011/12. Services were disrupted by various engineering works including the South London Line blockade requiring the use of rail replacement bus services between London Bridge and London Victoria.
- South West Train and South Eastern's WTT weekend dipped slightly as services were disrupted by various engineering works carried out across the network during the period.

### Possession Disruption Index – Passenger

- PDI-P MAA ended the year at 0.54 performing well against the 2011/12 target of 0.83.
- Zero PDI-P levels were reported for Heathrow Connect, Arriva Trains, East Midlands Trains and c2c this period, indicating negligible level of service disruptions from planned engineering works.
- Period 13's figure worsened against P13 2010/11 as Greater Anglia, FCC, MerseyRail and Northern Rail's services experienced higher levels of engineering work related disruptions.
- FCC's services were disrupted by the ongoing Thameslink project to deliver the core works with disruptions to continue till P02 2012/13 when key output works are completed.
- MerseyRail's services were disrupted by various engineering works this period.
- Greater Anglia's services continue to experience disruptions from the GE OHL project.
- The national PDI-P continues to be mainly influenced by disruptions to South West Train's services as a result of the ongoing platform extension works. Platform extension works are likely to have a damping effect on the national PDI-P till P2 2012/13.
- Overall, disruptions to Greater Anglia, SWT, Southern and FCC had the greatest impact on the national PDI-P figure in 2011/12.

NOTE: PDI-P figures are reported a period in arrears.

### Possession Disruption Index – Freight

- The P01 PDI-F MAA at 0.85 outperformed the end of year target of 1.0.
- In P01, DRS's PDI-F showed a 60% improvement against the same period last year with DB Schenker, GBR and Freightliner reporting a marginal PFI-F drop for the same period.

### **Rail Replacement Bus Hours**

- The number of rail replacement bus hours continues to show period on period improvements on last year.

### **Possession Planning - Possession Notification Discount factor**

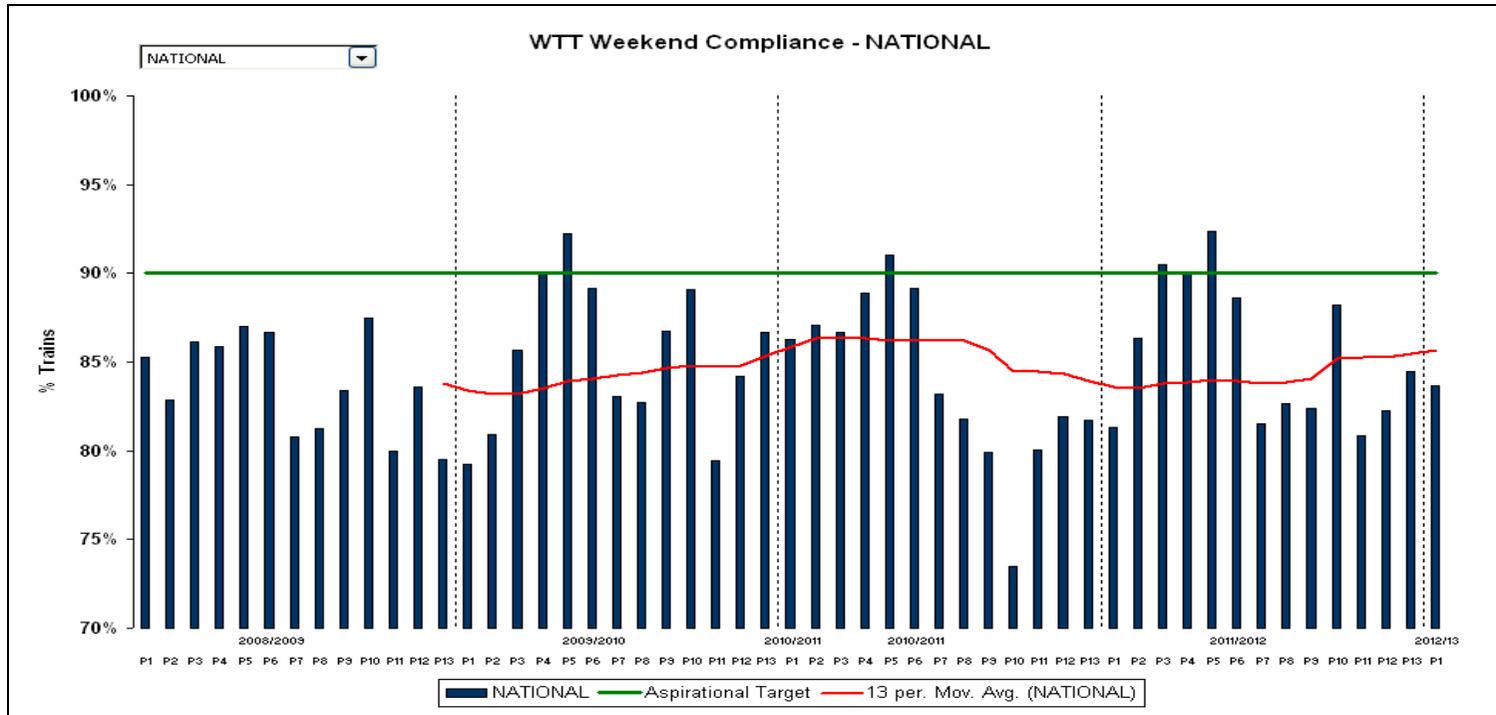
- P13 shows a slight rise in the post T-12 late possession notification figures as late notice possessions were required to deliver pre-Olympics GE OHL works.

### **National Unplanned TSRs Actual vs. Target**

- **NOTE:** 2012/13 Unplanned TSR targets are yet to be confirmed; the delay is due to process changes following devolution

## Availability - WTT Weekend Compliance (P01)

The percentage of weekend schedules by train operator (taken from train plan) operated as trains and shown as a percentage of the total number of schedules (whether planned to be operated by trains or buses). Weekend is defined as services scheduled to depart or arrive after midnight on a Friday and before midnight on Sunday.

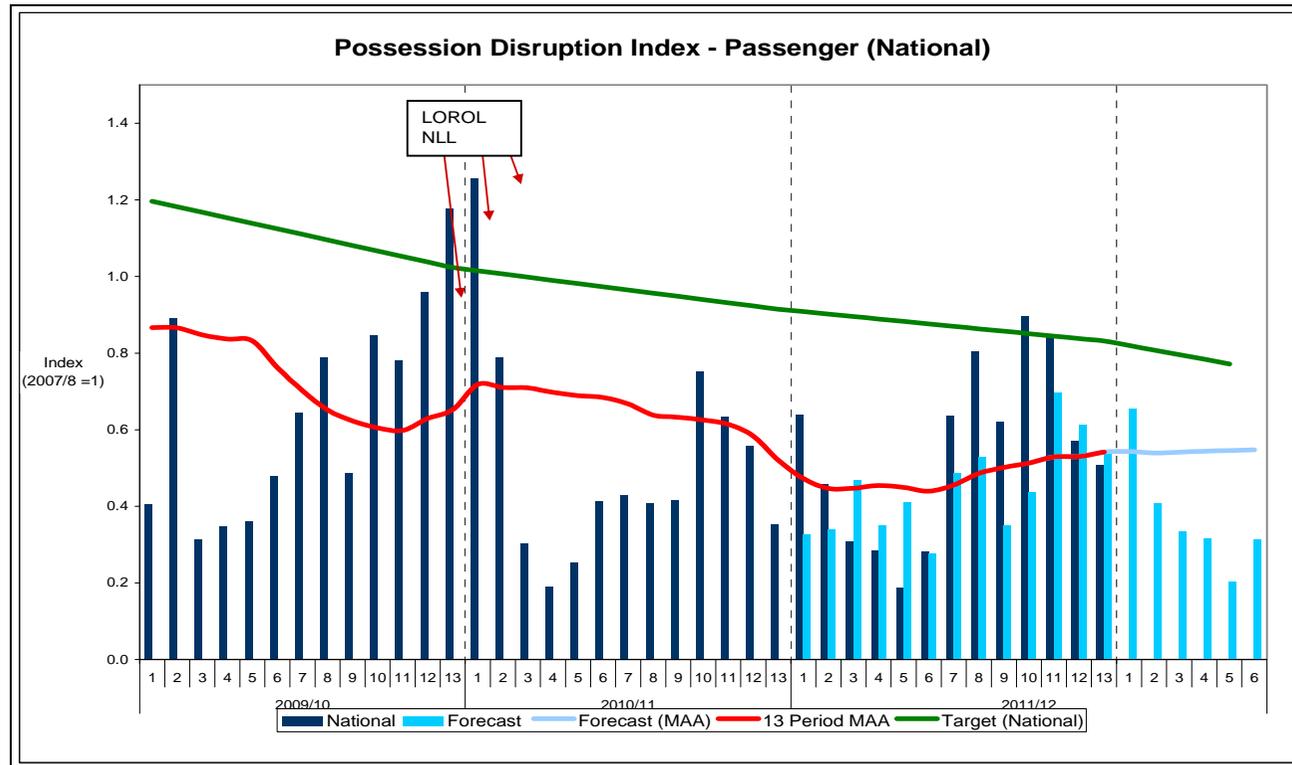


**Comment:** WTT weekend compliance measure ended the period at 85%, 4% up on the previous year with c2c, Chiltern, Cross Country and London Midlands all reporting P01 improvements. Southern’s WTT weekend compliance measure improved by 1% against P01 2011/12; however some of its services were disrupted by various engineering works including the South London Line blockade requiring the use of rail replacement bus services between London Bridge and London Victoria. South West Train and South Eastern’s WTT weekend also dipped slightly as train services were disrupted by various engineering works carried out across the network in P01.

**NOTE:** WTT weekend compliance measures Short Term Planned (STP) buses only.

# Availability Possession Disruption Index – Passenger (P13)

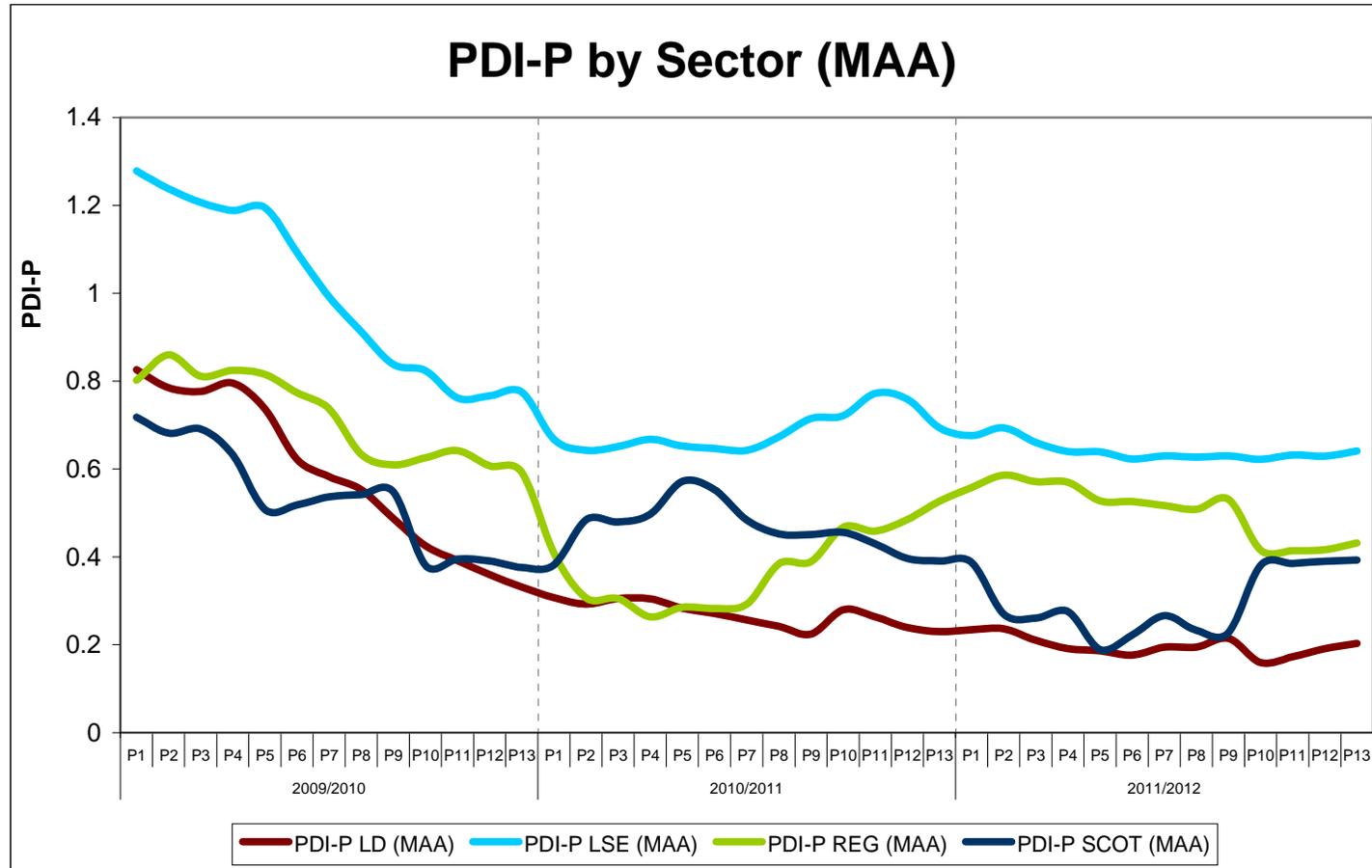
PDI-P - Excess passenger journey time and weighted cancellation minutes (EPJ,) weighted by busyness, passenger journeys and user value of time (wVT) normalised by the MAA for 2007/8.



**Comment:** PDI-P MAA ended the year at 0.54 performing well against the 2012/13 target of 0.83 with zero PDI-P levels reported for Heathrow Connect, Arriva, East Midlands Trains and c2c this period, indicating negligible level of service disruptions from planned engineering works. Period 13's figure worsened against P13 2010/11 as Greater Anglia, FCC, MerseyRail and Northern Rail's services experienced higher levels of engineering work related disruptions. FCC's services were disrupted by the ongoing Thameslink project to deliver the core works with disruptions expected to continue till P02 2012/13. MerseyRail's services were disrupted by the combination of track renewals, track tunnel and S&C tamping works this period. Greater Anglia's services continue to experience disruptions from the GE OHL project.

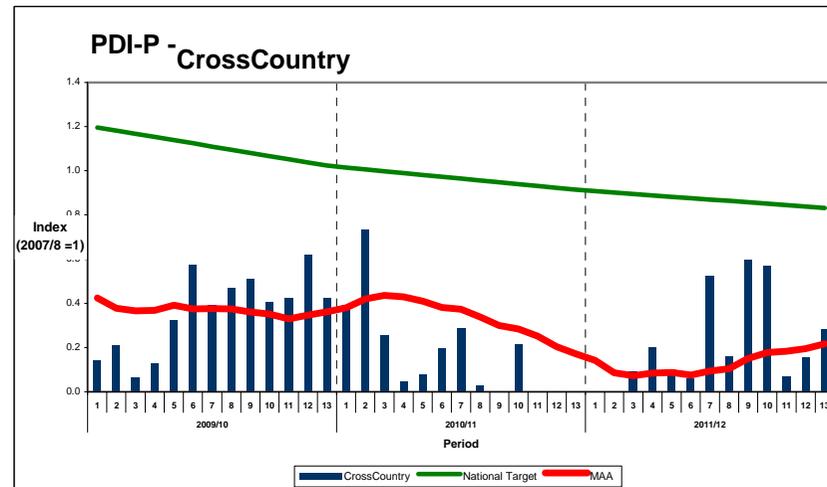
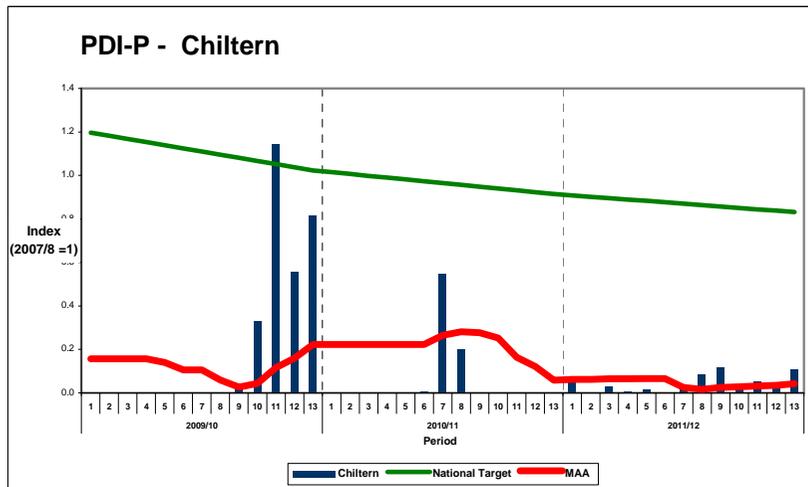
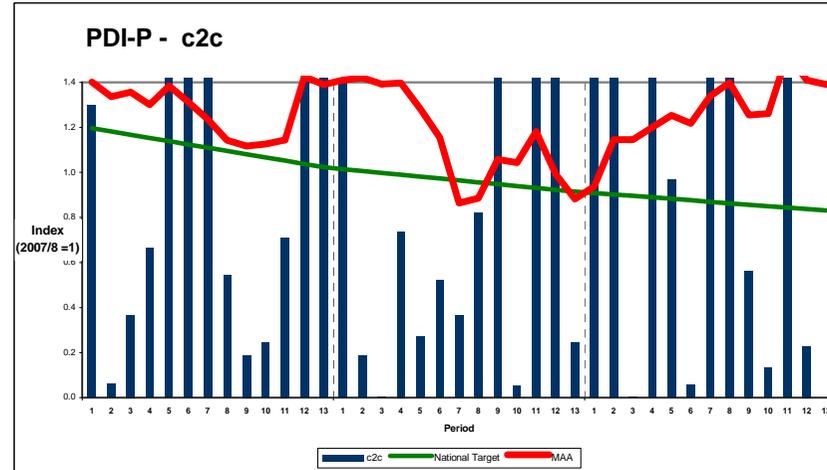
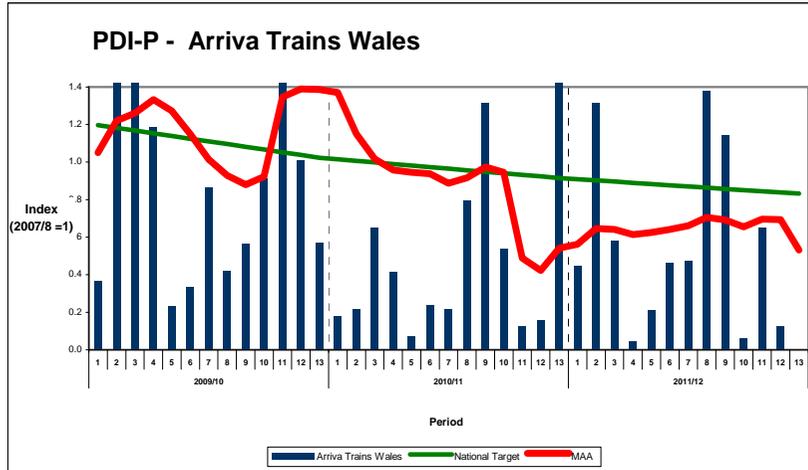
**NOTE:** PDI-P is reported a period in arrears.

## Availability Possession Disruption Index – Passenger by Sector (P13)

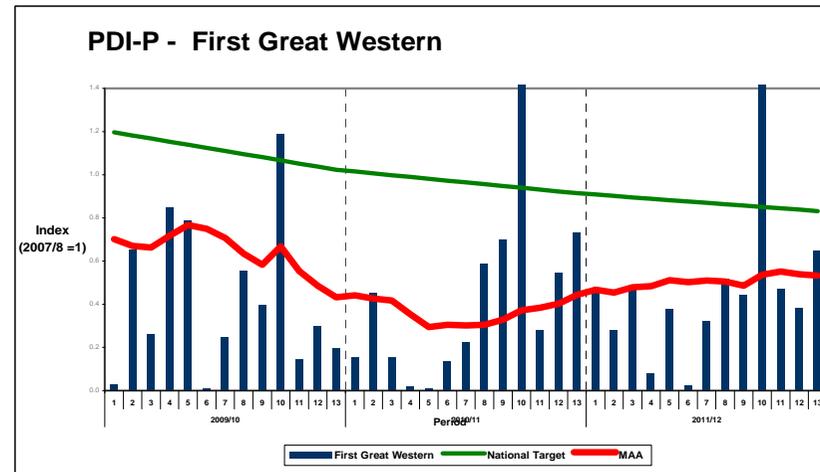
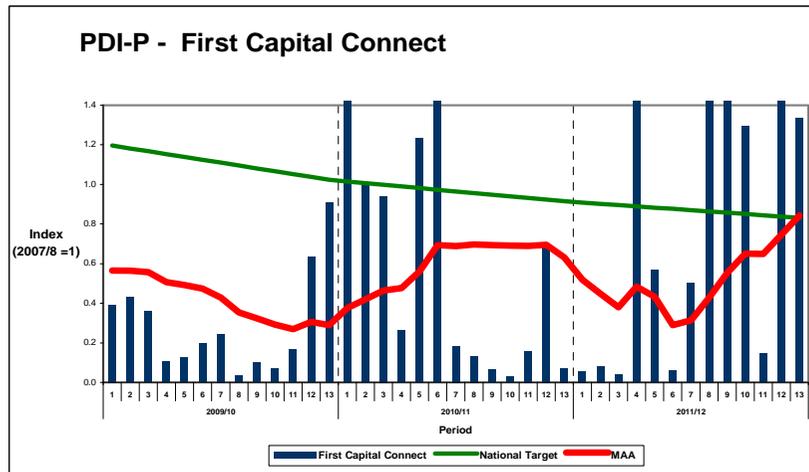
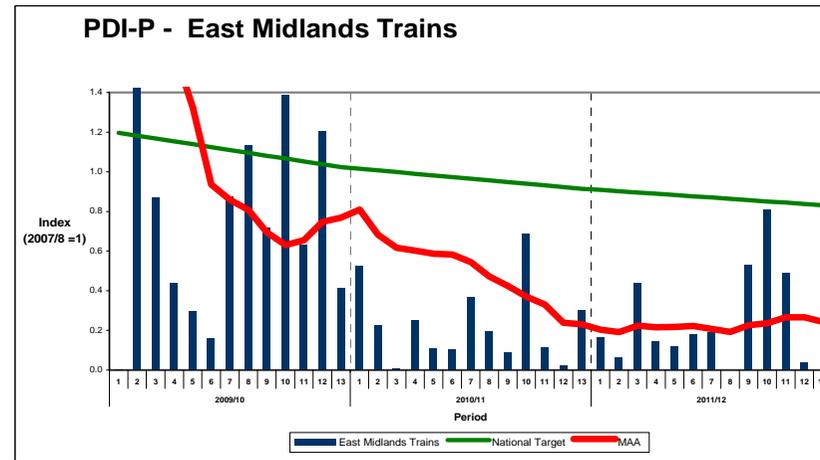
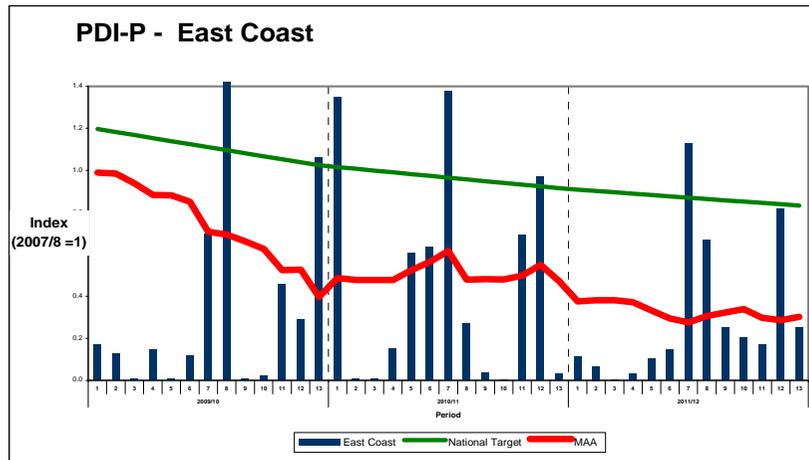


**Comment:** In CP4, the PDI-P MAA showed significant gains for long distance operators as fewer services as disrupted by engineering works. Train services in the Scottish region were disrupted by possessions to deliver the Paisley improvement works in the later part of 2011/12. Network Availability continued on an improving trend for regional operators for most of 2011/12, though the effect of disruptions from the North West electrification scheme has caused a slight upward lift in the last quarter. Overall, the PDI-P MAA for South East operators was fairly level for most of last year.

# Availability Possession Disruption Index – Passenger by TOC (P13)

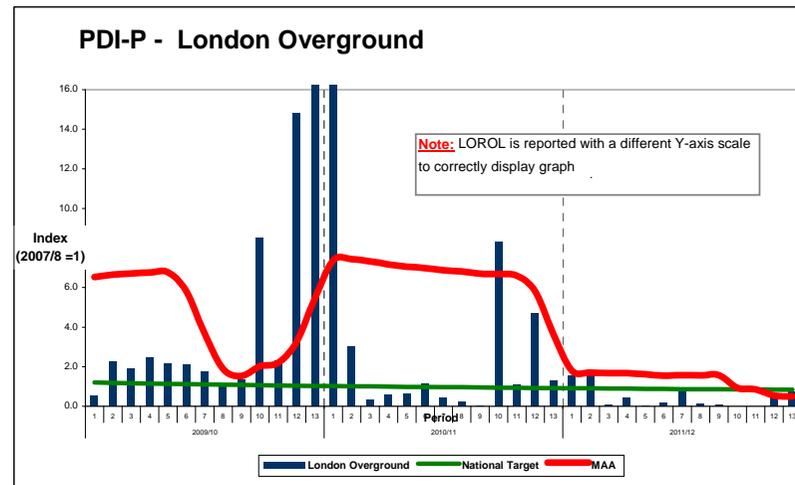
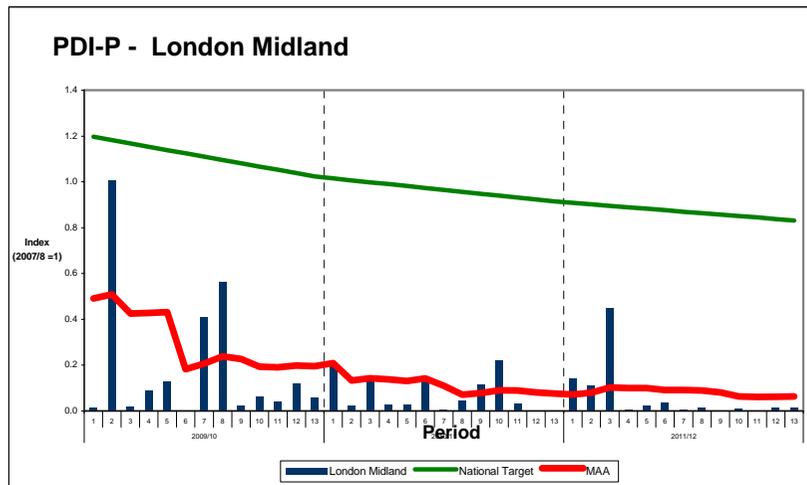
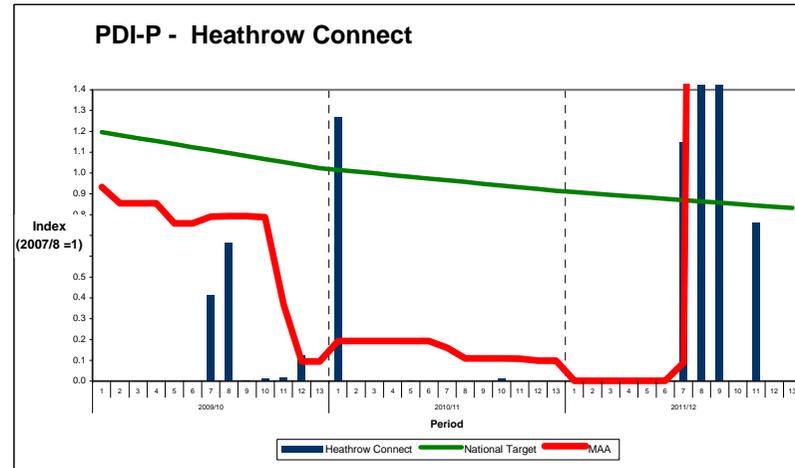
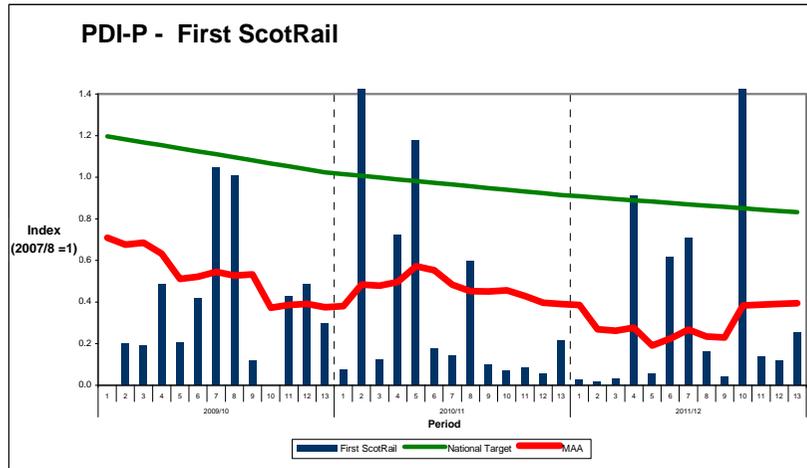


## Availability Possession Disruption Index – Passenger by TOC (P13)

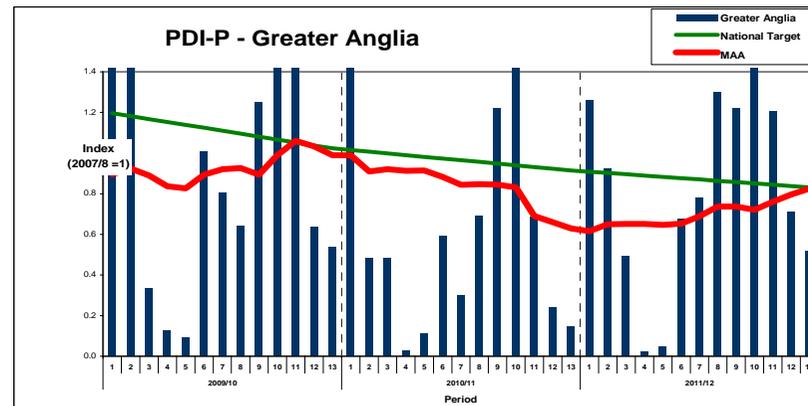
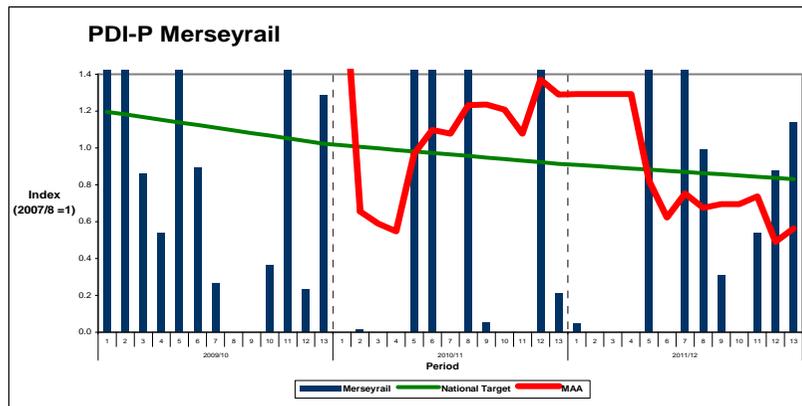


**Comment:** FCC's services were disrupted by the ongoing Thameslink project to deliver the core works with disruptions to continue till P02 2012/13 when key output works are completed.

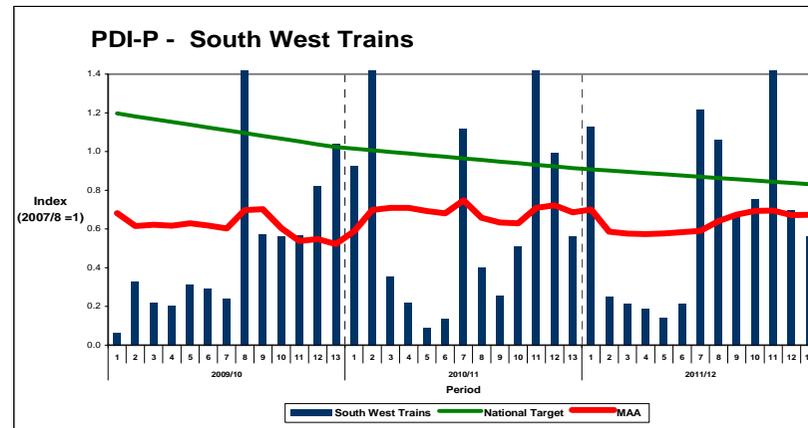
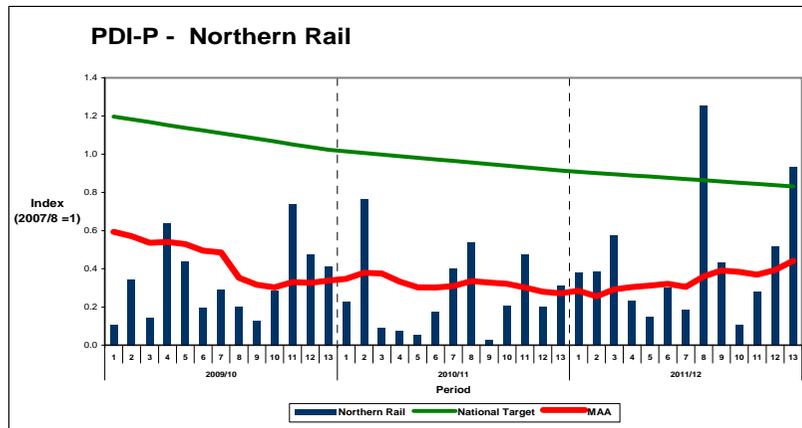
## Availability Possession Disruption Index – Passenger by TOC (P13)



## Availability Possession Disruption Index – Passenger by TOC (P13)



Note: Franchised changed from NXEA to greater Anglia in Feb. 2012

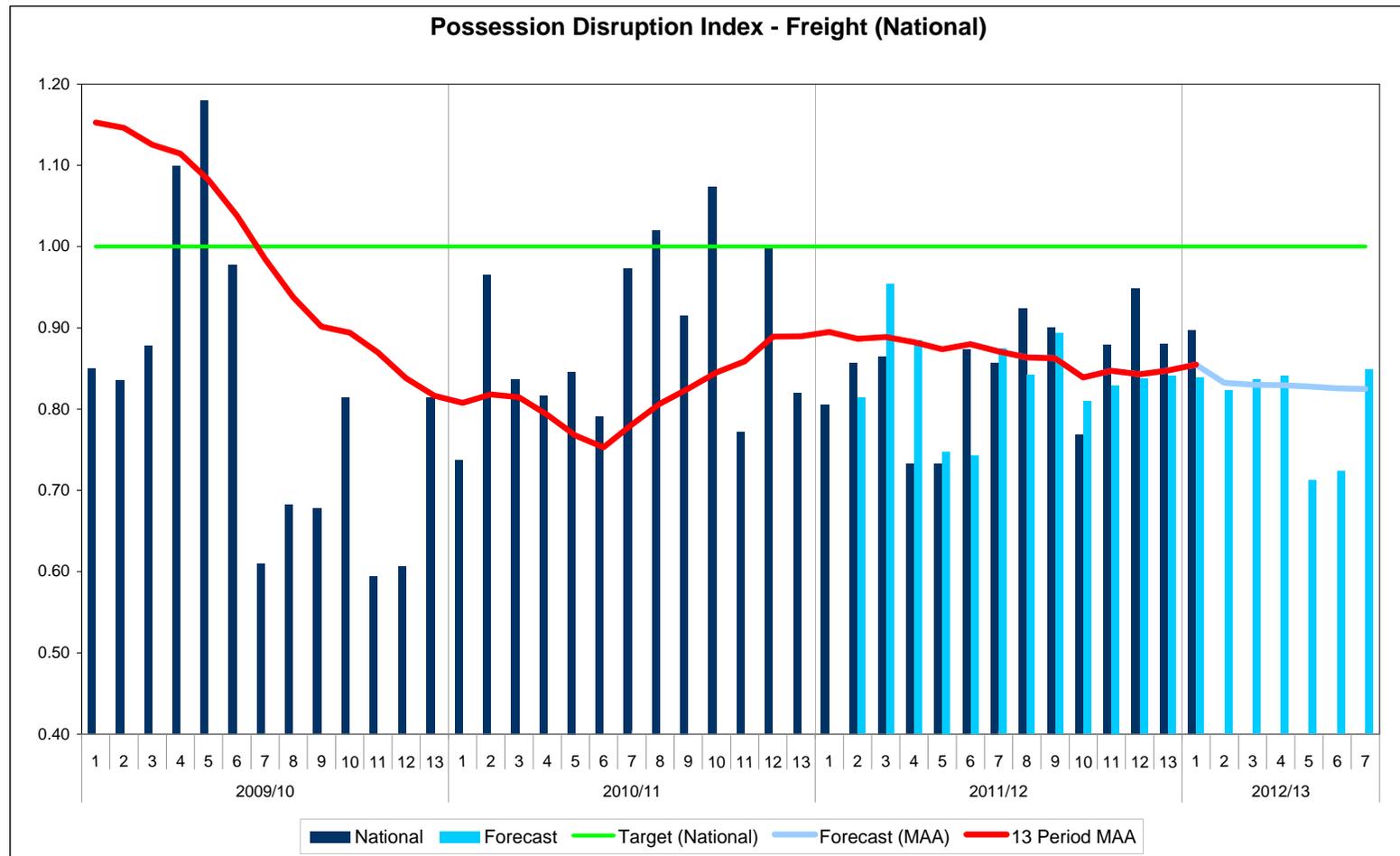


**Comment:** Greater Anglia's services continue to be disrupted by Great Eastern Main Line overhead line renewals project. SWT's services experienced service disruptions for most of the second half of 2011/12 due to platform extension works. It is anticipated that SWT's services are likely to be disrupted from platform extension works till P02 2012/13. Northern Rail's weekend services continue to be disrupted by the North West electrification scheme in P13. MerseyRail's services were disrupted by the combination of track renewals, track tunnel and S&C tamping works this period.



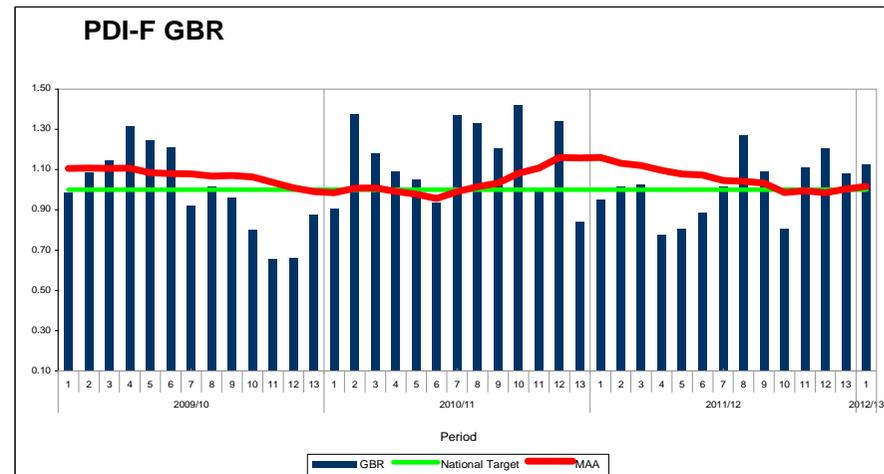
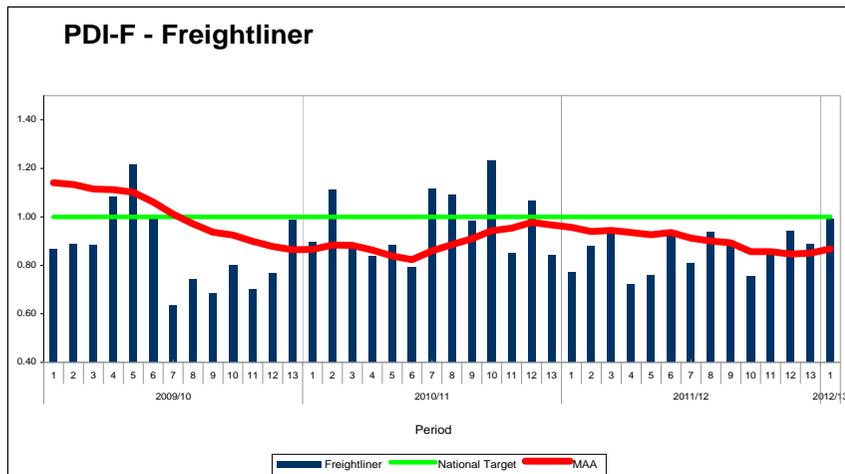
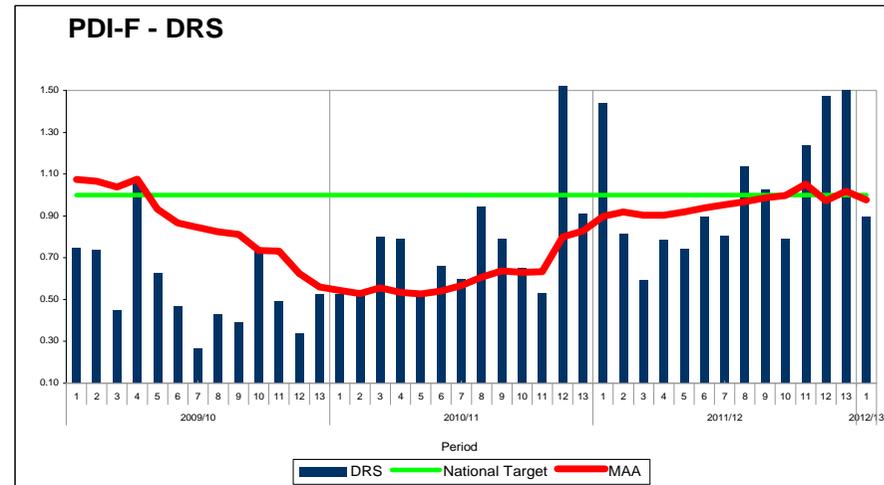
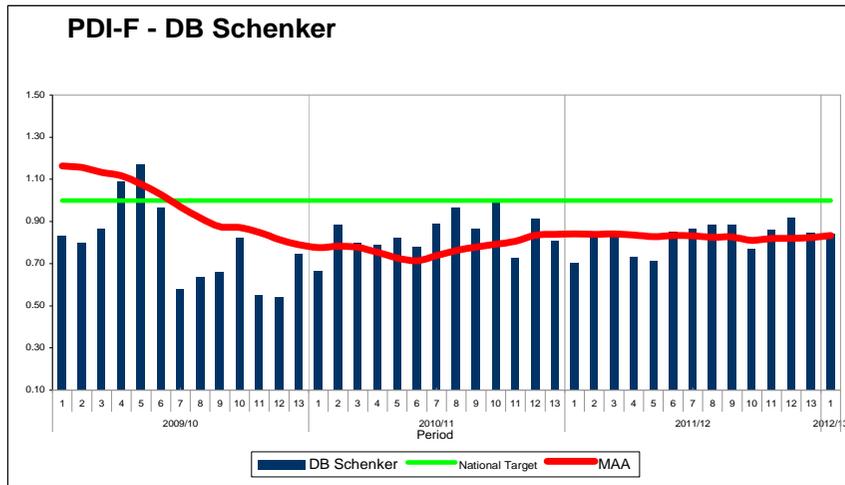
# Availability Possession Disruption Index – Freight (P01)

PDI-F - Track-km availability weighted by freight traffic level (TwF), normalised by the MAA for 2007/8.



**Comment:** In P01, the PDI-F MAA at 0.85 outperformed the end of year target of 1.0.

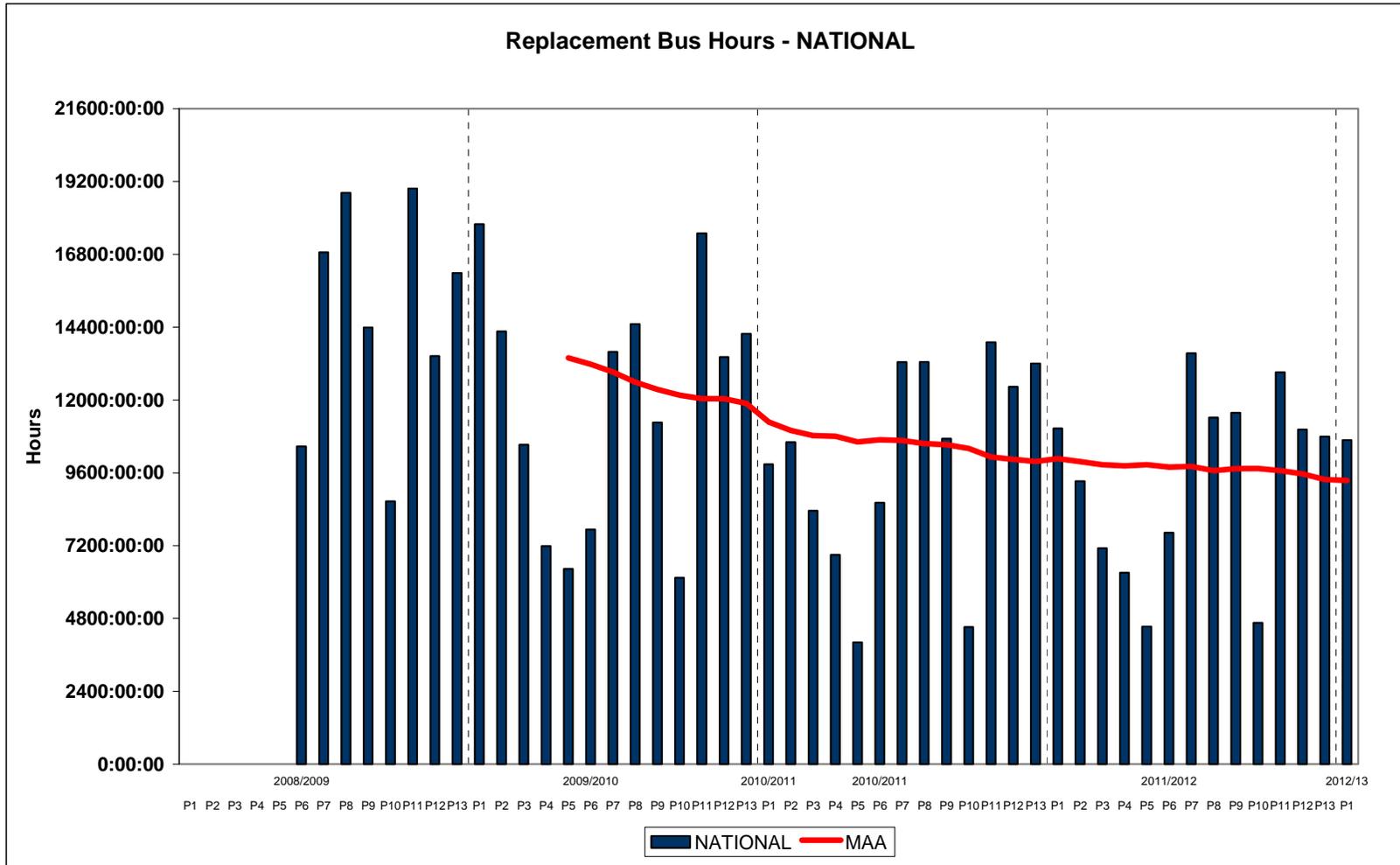
## Availability Possession Disruption Index – Freight by FOC (P01)



**Comment:** In P01, DRS's PDI-F showed a 60% improvement against the same period last year with DB Schenker, GBR and Freightliner reporting a marginal PFI-F drop for the same period.

## Availability - Rail Replacement Bus Hours (weekend) (P01)

Number of weekend rail replacement bus service hours operated due to possessions obtained by calculating scheduled arrival time – scheduled departure time using the ITPS code “BR” summed over all TOCs).

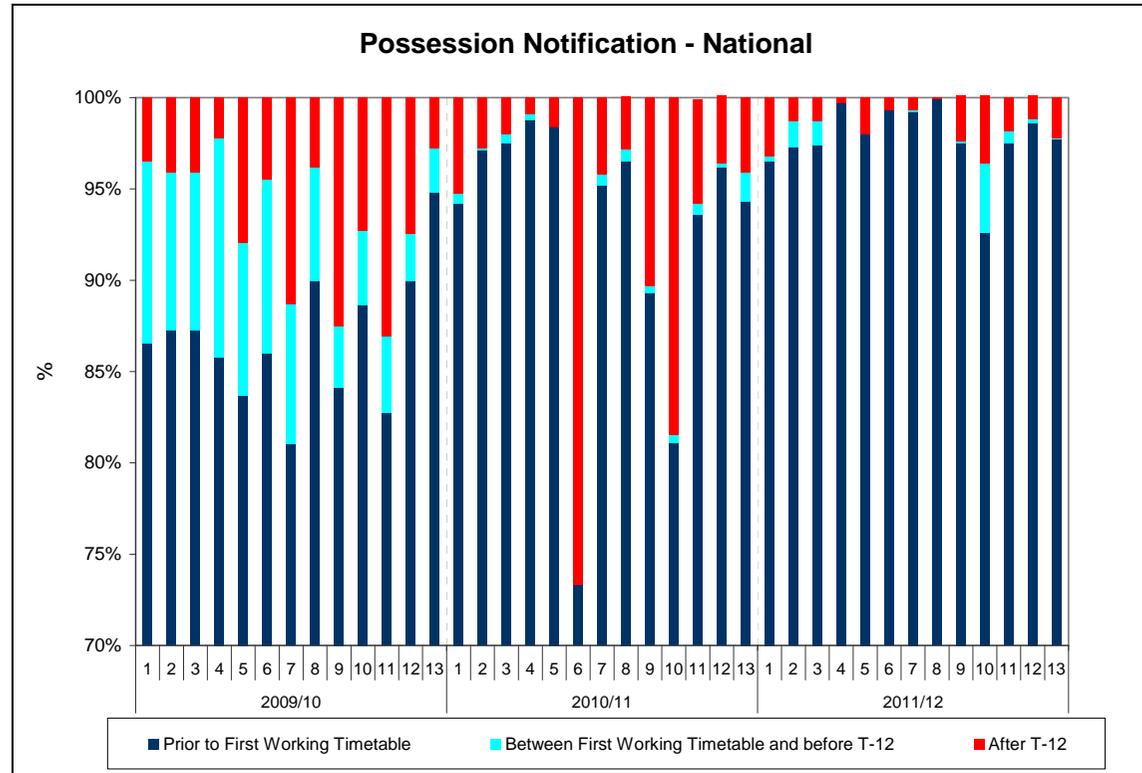


**Comment:** The number of rail replacement bus hours continues to show period on period improvements on last year.

## Possession Planning - Possession Notification Discount factor (P13)

Percentage of possessions that were requested in each of the 3 possession notification bands:

- Possessions notified by First Working Timetable (%): maximum discount
- Possessions notified after FWTT and by T-12 Timetable (%): medium discount
- Possessions notified post T-12 Timetable (%): minimum discount

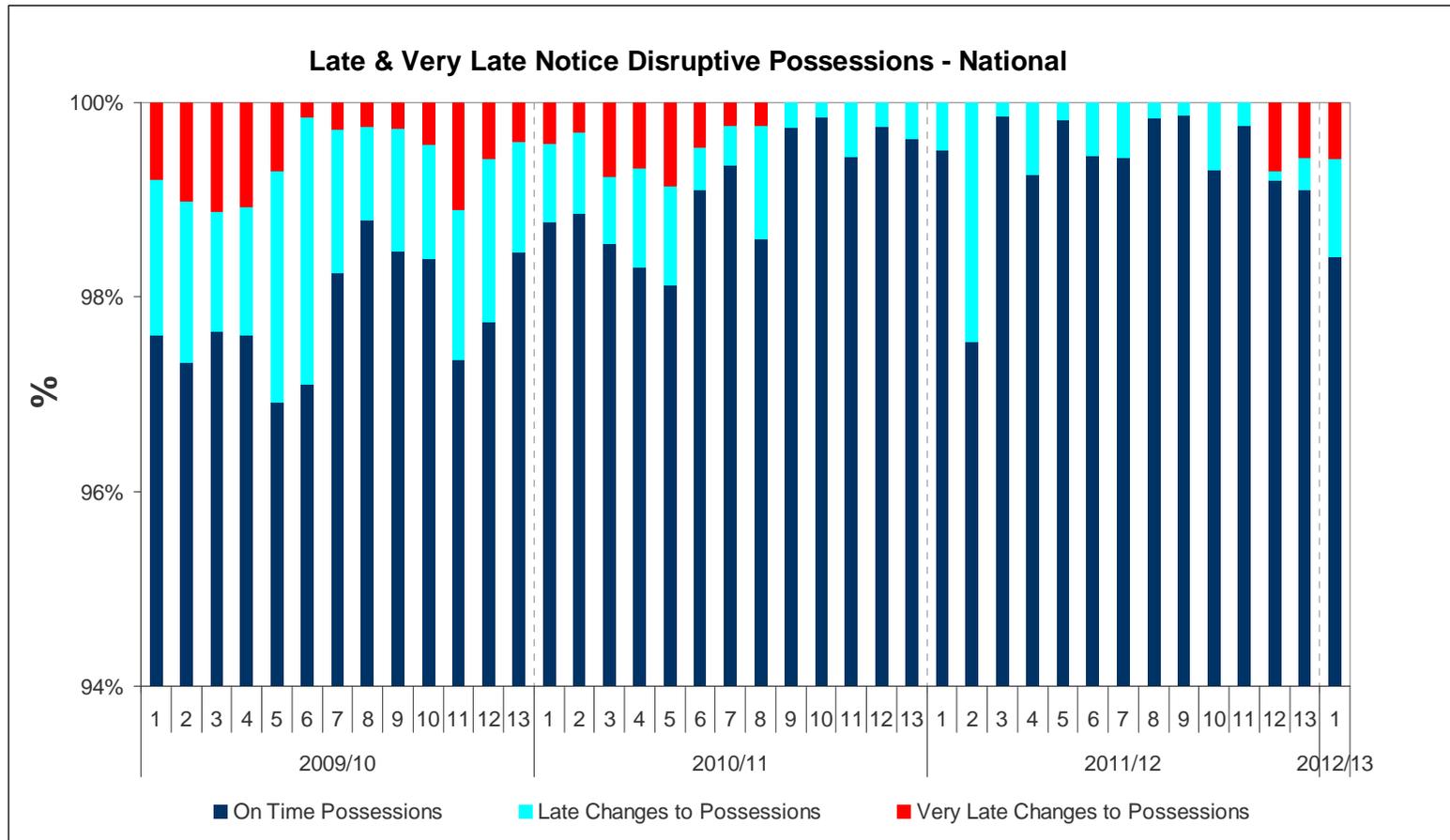


**Note:** Possession Planning - Possession Notification Discount factor is reported a period in arrears.

**Comment:** P13 shows a slight rise in the post T-12 late possession notification figures as late notice possessions were required to deliver pre-Olympics GE OHL works.

## Late and Very Late Notice Disruptive Possessions (P01)

The number of possession changes (expressed as a percentage of the total number of possessions recorded in the relevant period) that cause the disruptive element of the possession to be increased or reduced (i.e. a new, cancelled, curtailed or extended possession) between CPPP and after the issue of WON (T-xx to T-0 days)

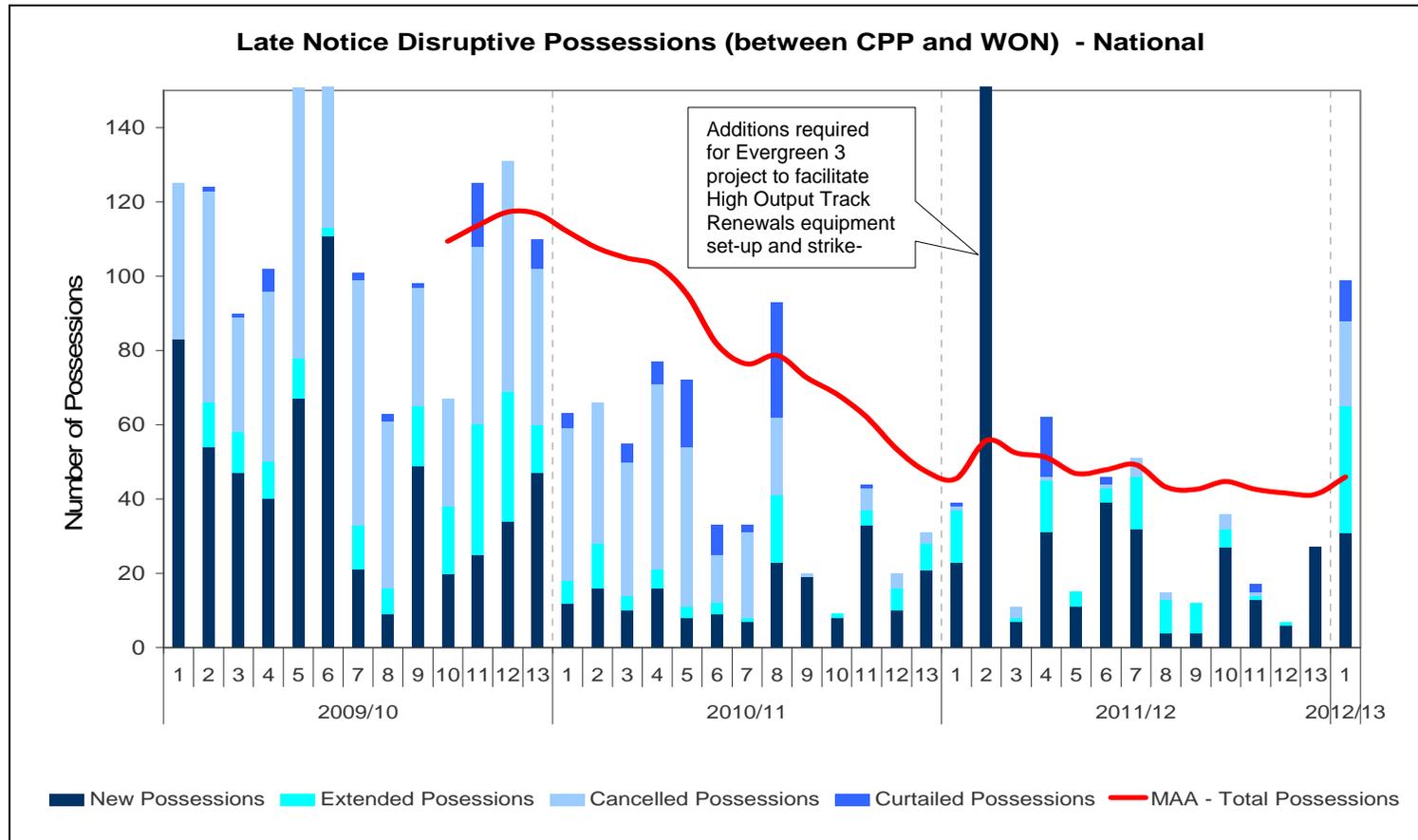


**Comment:** A number of late notice possessions were requested in P01 to deliver enhancements in the Yeovil area

Note: The data for very late notice disruptive changes has not been captured between period 8 2010/11 and period 11 2011/12.

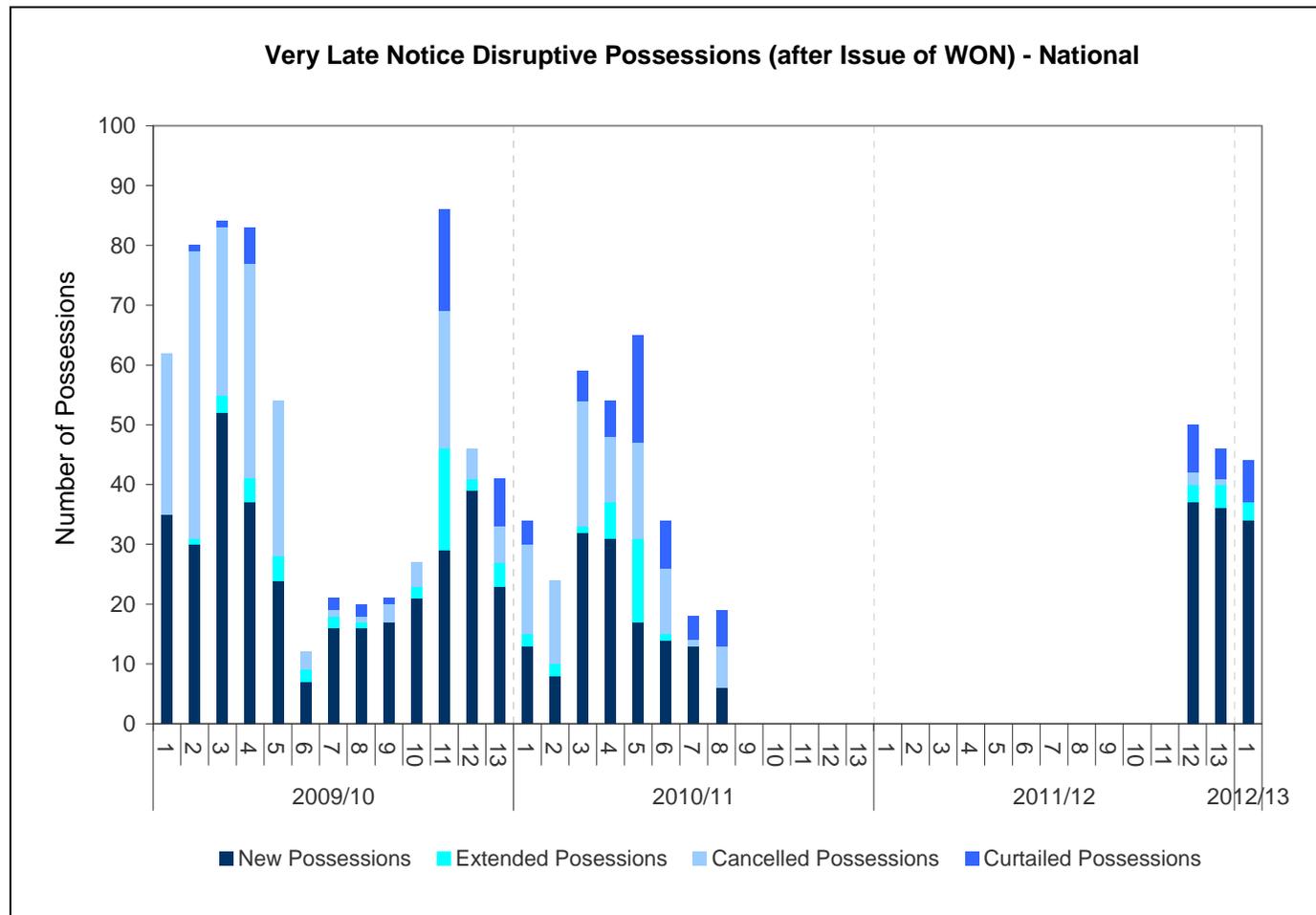
## Late Possession Changes (P01)

The number of possession changes that cause the disruptive element of the possession to be increased or reduced (i.e. a new, cancelled, curtailed or extended possession) between CPPP and the issue of WON



## Very Late Possession Changes (P01)

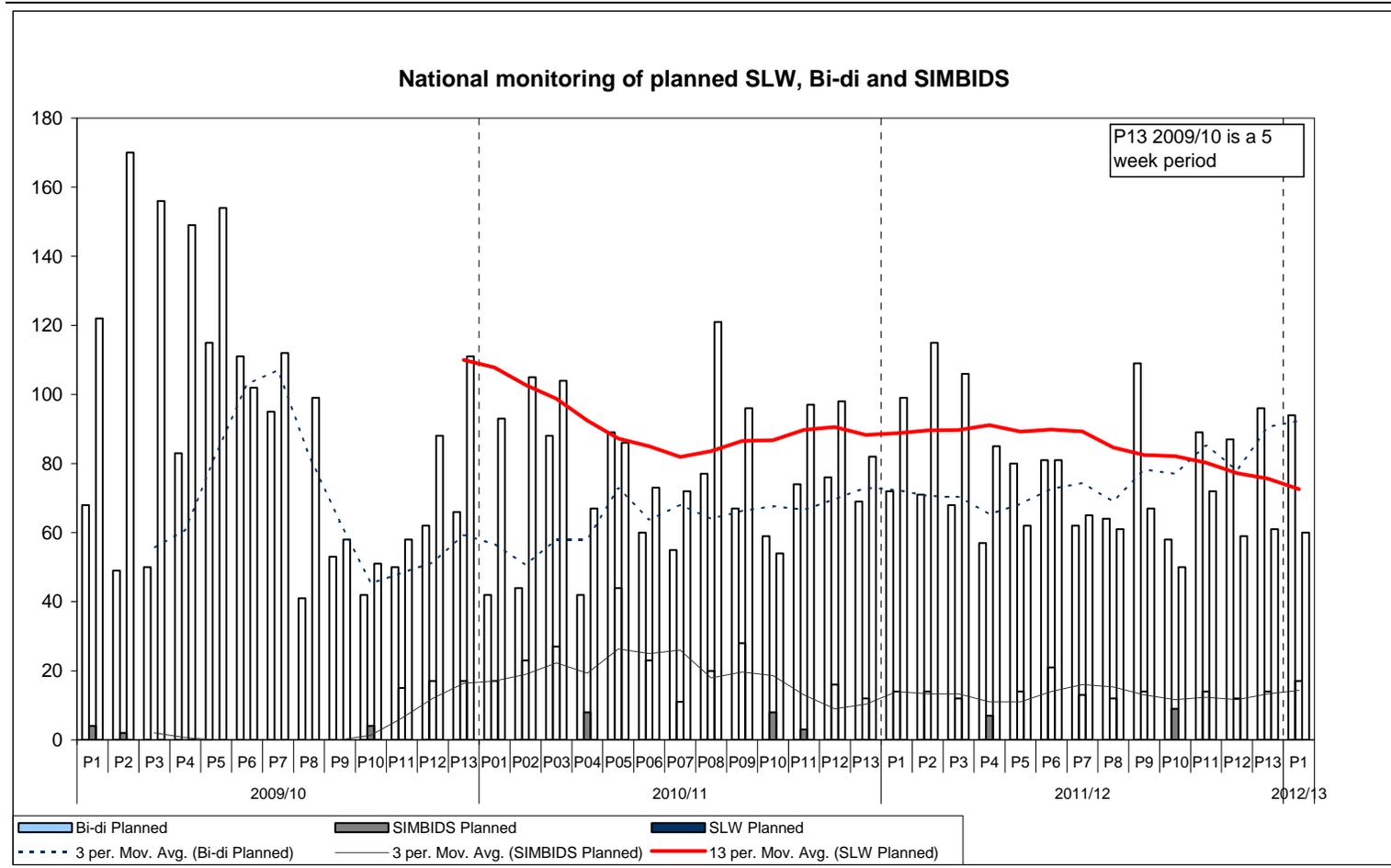
The number of possession changes that cause the disruptive element of the possession to be increased or reduced (i.e. a new, cancelled, curtailed or extended possession) after the issue of WON



Note: The data for very late notice disruptive changes has not been captured between period 8 2010/11 and period 11 2011/12.

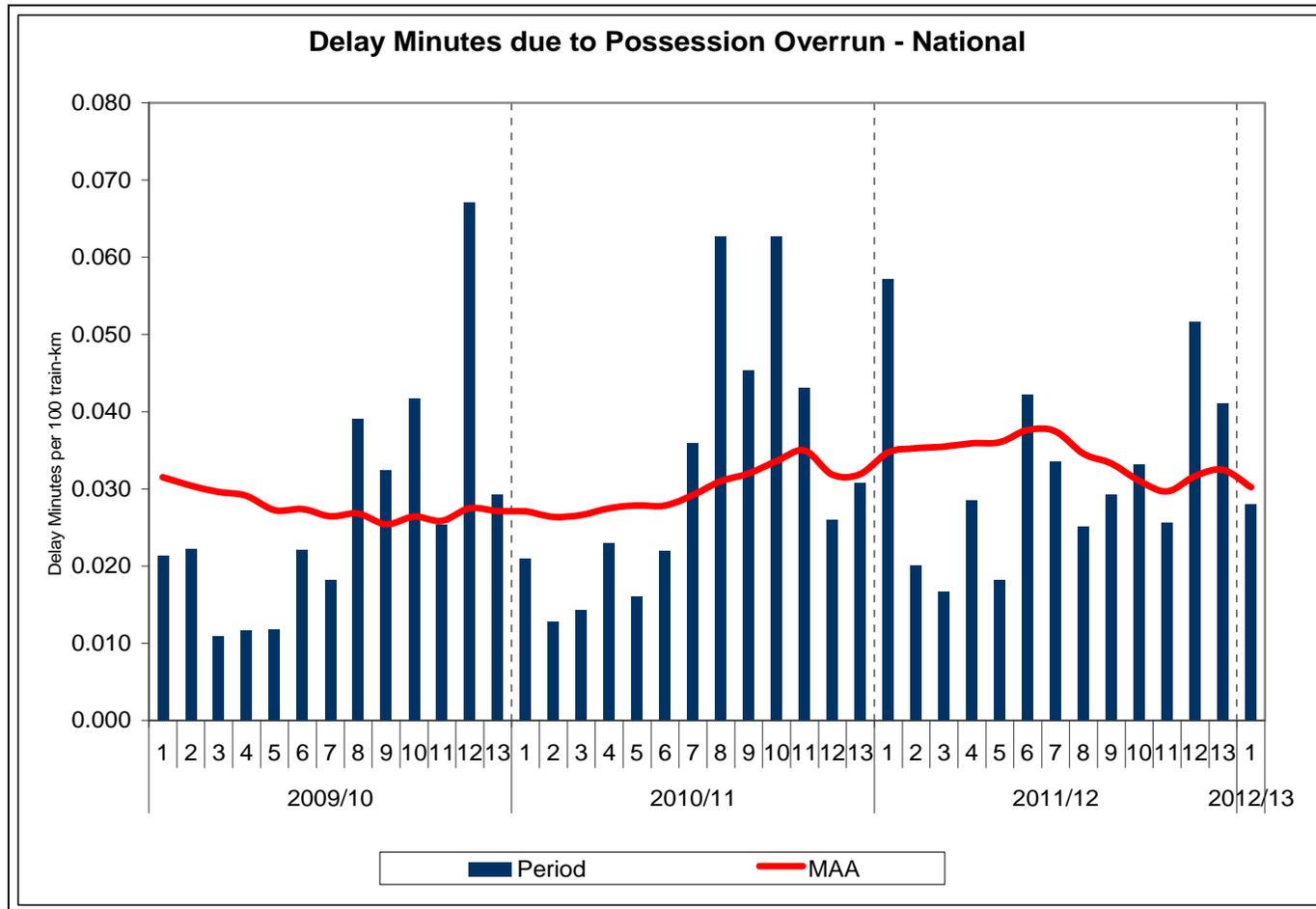
# Possession Type - Possessions Involving Single Line Working (SLW) (P01)

The number of possessions planned for engineering work with the adjacent line open. The measure includes the number of planned possessions that leave an adjacent line that is signalled for bi-directional operation or SIMBIDS open, and the number of planned possessions where single line working was implemented. SIMBIDS – Simplified Bi-Directional Signalling – signalling provided to allow trains to run in the ‘wrong’ direction during engineering work / line blockages etc. without resorting to pilot men.



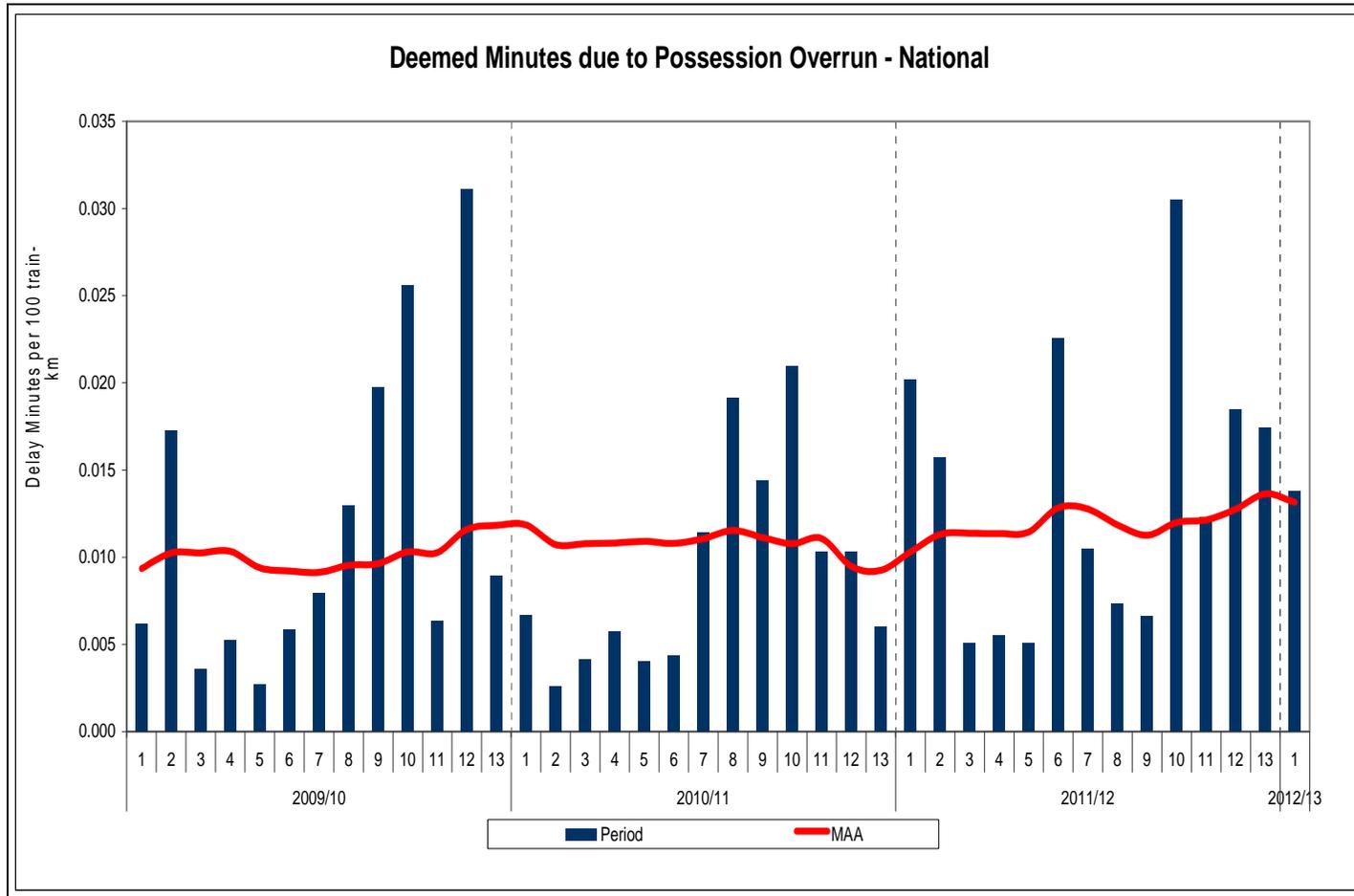
# Possession Incidents - Delay Minutes due to Possession Overrun (P01)

Total delay minutes attributed to possession overrun per 100 train kilometres.



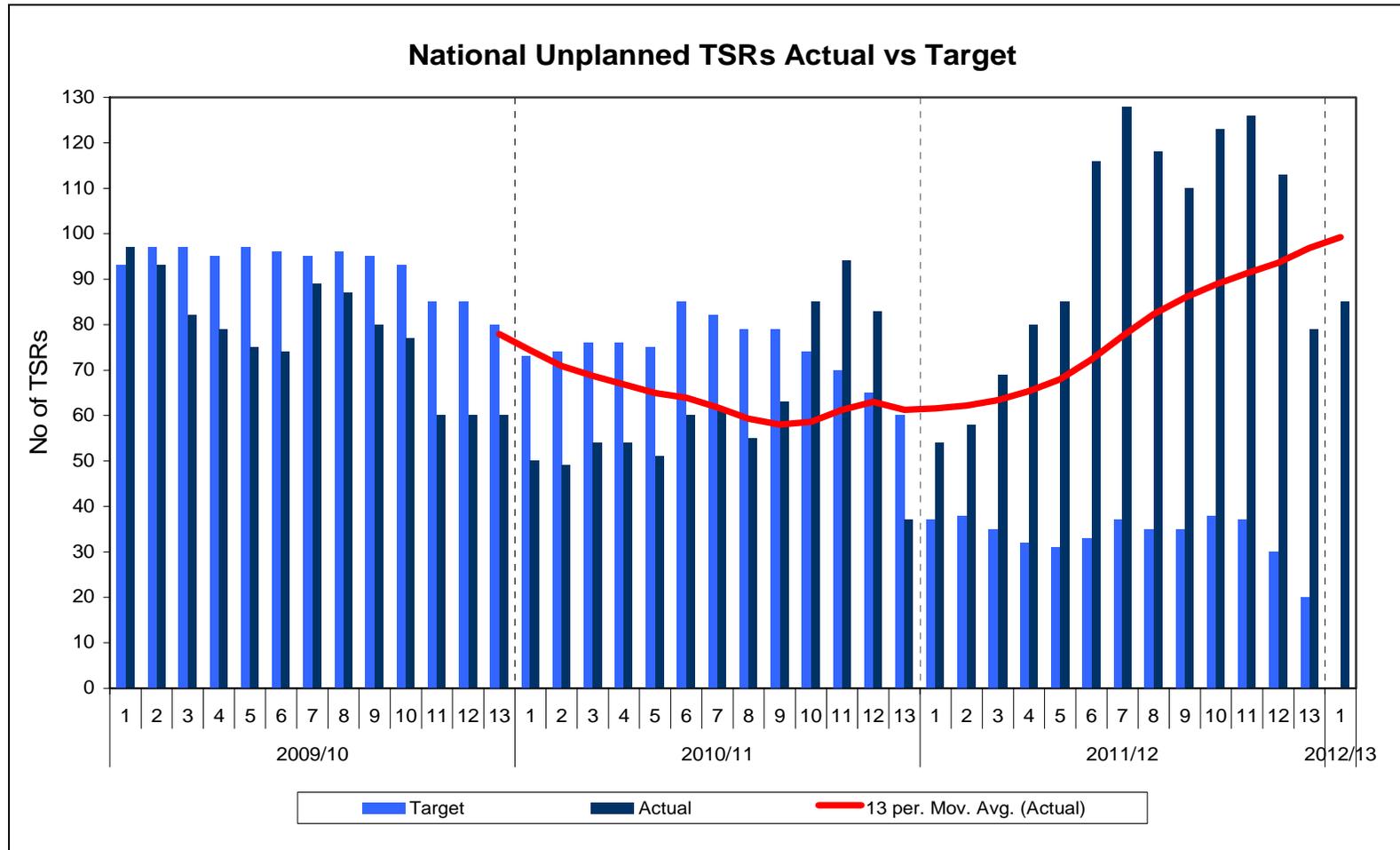
# Possession Incidents - Cancellation Minutes due to Possession Overrun (P01)

Total cancellation minutes ("deemed minutes") attributed to possession overruns, divided by scheduled train-km. Cancellation Minutes are, for a cancelled stop, the number of minutes specified for the Service Group that includes the affected train. This figure is loosely based on the amount of lateness a passenger will incur in waiting for the next service.



# National Unplanned TSRs Actual vs. Target (P01)

Shows the number of unplanned TSR's in place against target



**NOTE:** 2012/13 Unplanned TSR targets are yet to be confirmed; the delay is due to process changes following Devolution

# Milestone Programme

Route / Central	Initiative	2011/12				2012/13				2013/14			
		Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
Anglia	Cambridge Driver Route Learning												
	Ipswich Depot Access Points												
	Seven Sisters OLE Switch												
East Midlands	Adjacent Line Open ( installation of Fixed Warning Systems and purchase of mobile warning system)												
	Efficient Engineering Access (installation of RRAPs)												
	Mechanised / Design Patrolling (junction lighting & carts)												
	Nottingham Station Area Resignalling												
Kent	Kent access points												
	Kent Junction lighting												
	TTH Points Rationalisation												
LNE	Tallington-St Neots Lineside Renewals (7DR access strategy)												
	Grantham Lineside Renewals (7DR access strategy)												
	Route Knowledge for East Coast , Grand Central & Hull Trains for the Joint Line & Cambridge Diversions												
	Driver simulator (diversionary route training)												
LNW	Hemel Hempstead staircase												
	Bushey - reinstatement of down fast platform												
	Watford jct area resignalling (7DR access strategy)												
	Hartford Junction Remodelling 13/14												
	Sheffield-Manchester Diversion routes												
Sussex	West Coast (North) Access												
	Isolations (hook switches and floaters)												
	East Sussex Coast Resignalling												
	Arun Valley Resignalling												
	Selhurst Link 1 Drivers Additional Route Knowledge												
	Training for Pilot Working on the Sussex Route												
Wales	Installation of DOO Monitors at New Cross Gate Station												
	Cardiff area re signalling (enable station operation in 2 halves)												
Wessex	Poole-Wool reverse crossover (signalling re-design)												
	Maintenance enhancements (incl. access points)												
	Rail Rover Phase 1												
Western	Bath to Bristol signalling enhancement												
	Bristol-Birmingham (SLW Abbotswood Jn to Cheltenham)												
	Didcot-Swindon timetable investigation for SLW												
	Western pinch points / SLW study												
	Slough Resignalling Signal Couplers												
	Stockley Bridge additional crossover												
Maintenance	Gloucester - Severn Tunnel LSI												
	Motorised trolleys deployed												
	Cembre Clipping Machine deployed												
	S&C video inspection implemented												
	Plain line pattern recognition implemented												
Track	Roll out Mobile Flash Welders												
	Track glide path: Key routes - 27 hours												
Investment Projects	Track glide path: Key routes - 16 hours												
	Product acceptance for plug-coupled lineside equipment												
	Axle Counters: roll-out of national EVM												
Access Management Programme	Completion of OTM trials and rule book change												
	Industry Access Planning Improvement Programme - Phase 1												
Route Categorisation	Full introduction of route categorisation principles												
Thameslink Programme	Thameslink maintenance sustainability initiatives												

## Milestone Plan - Progress Report

Initiative	Deliverable	Status	Update / Action / Comment
Anglia	Cambridge Driver Route Learning		Driver training has been completed and Liverpool Street to Cambridge services are being diverted via Stratford during Hackney Downs S&C works. National Express East Anglia and Greater Anglia have not yet invoiced Network Rail for the cost of the driver training, although this is expected shortly
East Midlands	Adjacent Line Open (installation of Fixed Warning Systems and purchase of mobile warning systems).		Finalising costs for GRIP 5-8. Change in scope due to maintenance requiring electronic treadles. Currently assessing business case. Project implementation has been pushed back to May 2012
	Efficient Engineering Access (installation of RRAPs)		All RRAPs have now been installed. In the process of project close-out.
Kent	Kent access points		Delivery on track with 21 access points already completed.
LNW	Hemel Hempstead staircase		Complete
	Bushey - reinstatement of down fast platform		Platform work complete. Walkout due to be arranged with LOROL
	Sheffield-Manchester Diversion routes		Training commenced and ongoing
Sussex	Training for Pilot Working on the Sussex Route		Training has been delayed to Q2 2012 due to training resource issues
Western	Bath to Bristol signalling enhancement		Commissioning delivered to plan with completion on 5 February 2012
	Heathrow Connect turnback facility		Due to change in possession strategy for Crossrail, IEP and electrification the project will no longer progress.
Maintenance Initiatives	Cembre Clipping Machine deployed		De-clipping machines have been procured and delivered to Maintenance Delivery Units to support improvements on all Routes
	Motorised trolleys rollout		The trolleys are being currently being deployed across the network.
Track initiatives	Track glide path: key routes - 27 hours		Progress in reducing long duration possessions has been maintained, with 50% of all access taken by track being 10 hours or under. Average access duration in 2011/12 is approximately 18 hours for all disciplines (high output plain line, conventional plain
Access management initiatives	Axle Counters: roll-out of national EVM		The implementation programme commenced in Q2 2011 on the LNW south area with implementation across all applicable routes due for completion in Q4 2011
Route Categorisation	Full introduction of route categorisation principles		The route categorisation principles are now established within our access planning process, with the 2012 and 2013 EAS planned in line with these principles

<b>Key:</b>	Completed
	Ontrack
	Revised delivery
	Unresolved issues

## Network Availability Contacts

<b>Network Availability Contacts (Route)</b>				
<b>Name</b>	<b>Title</b>	<b>Route</b>	<b>Mobile</b>	<b>Email</b>
Craig Mathys	Programme Manager	Anglia	07810 830857	Craig.Mathys@networkrail.co.uk
Mike Smith	Route Enhancements Manager	Kent	07917177908	Mike.Smith5@networkrail.co.uk
Tim Wright	Customer Relationship Executive	LNE	07764 563783	Tim.WRIGHT@networkrail.co.uk
Richard Howarth	Customer Manager	LNW	07825767177	Richard.Howarth@networkrail.co.uk
Martin Self	Current Operations Manager	East Midlands	07767 672462	Martin.Self@networkrail.co.uk
Jasmin Sen	Commercial Scheme Sponsor	Sussex	07990533755	Jasmin.Sen@networkrail.co.uk
Steven Constantine	Programme Manager (Change)	Wales	07920 856259	Steven.Constantine@networkrail.co.uk
Mhairi MacKenzie	Commercial Scheme Sponsor	Wessex	07515619707	Mhairi.MacKenzie@networkrail.co.uk
Andrew Grice	Commercial Scheme Sponsor	Western	07795646661	Andrew.Grice@networkrail.co.uk
Jo Noble	Customer Relationship Executive	Scotland	07771 612 459	Joanna.Noble@networkrail.co.uk
<b>Network Availability Contacts (Delivery Function)</b>				
<b>Name</b>	<b>Title</b>	<b>Function</b>	<b>Mobile</b>	<b>Email</b>
Mike Wright	Principal Programme Planner	Investment Projects	07515 619 864	Mike.Wright@networkrail.co.uk
Steve Slater	Special Projects Manager	Infrastructure Maintenance	07887 896346	Steve.SLATER@networkrail.co.uk
Nick de Bellaigue	Programme Controller	Asset Management	07799864495	Nick.deBellaigue@networkrail.co.uk