

From: Evans, Hugh @ Amey
Sent: 23 October 2015 13:24
To: Carty, Siobhan
Cc: Jarritt, Jonathan
Subject: FW: ORR / Network Rail system operation workshop, 2nd October

Siobhan
Good afternoon
Please find below some comments from Jon
Kind regards
Hugh

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Amey is committed to helping Network Rail provide a sustainably high quality railway for the UK. The System Operator (SO) plays a crucial role in the provision of a quality output (i.e. trains on time), but also plays a more tacitly stated role in the provision of a sustainable railway. It does this through ensuring possessions can be taken as planned, On-Track Machines (OTM) are in the right place at the right time, and that perturbations to the system caused by infrastructure faults or maintenance overruns are minimised.

In response to the ORR's consultation, Amey would recommend that research be carried out to understand how the lifecycle sustainability of the infrastructure could be effectively considered alongside the tactical output of the network. For example, under the current regime a signaller may give a freight train priority over a ballast train, since a delay to the freight train would incur an immediate (Schedule 8) penalty which a delay to the ballast train will not. However, the signaller has no visibility of the lifecycle implications of his decision - crucial life-extension works may well be delayed by years due to the access constraints if a possession is missed. The lifecycle value of the decision, even considering the time-value of money, may quite plausibly be in favour of delaying services to ensure OTM is available.

Understanding how these tactical and strategic goals can be considered in a single, coherent, decision-making framework is a complex task, but one that Amey believes will enable substantial integration between the SO, Infrastructure Projects and Maintenance organisations. However, such integration would undoubtedly be to the benefit of Network Rail, the TOCs/FOCs, the travelling public and the taxpayer.