Network System Operation Dashboard: August 2017

NetworkRail

Network system operation covers a range of activities that are critical to ensure that we plan and utilise capacity to best effect.
The network is a complex inter-related system; decisions taken to improve one output (e.g. volume) will need to be balanced against potential negative impacts elsewhere (e.g. performance or congested infrastructure). This dashboard shows the progress of system operator related outputs and activities and is to be used to aid better decision-making and support greater awareness. It shows the most recent figures (2016/17) and performance in relation to the previous year (2015/16) unless specified. The scores are updated annually.

-8.57% (↓)
SO delay minutes

Annual change in proportion of all delay minutes due to planning error (502a)

Change in proportion of incidents -8.8%

Proportion of incidents and delay minutes reduced in comparison with 2015/16

+0.69% (↑)
Pax safety

Annual change in train accident risk index

0.69% increase compared to 2015/16

Increases in Signalling Wrong Side failures, SPAD & Adhesion and level Crossings incidents has led to an increased train accident risk index

3.75% change (↑)
Pax rail satisfaction

Annual change in NRPS measurement of overall passenger satisfaction.

Spring 2016 figure 80% (2017: 83%)

Punctuality remains the biggest single influence on satisfaction

PROCESS IMPROVEMENTS
Tracking changes to improvements in the way we plan the network.

TRIP (Timetable Rules Improvement Programme)

The Timetable Rules Improvement Programme has led to more than 2,000 planning rule changes proposed for inclusion in future timetables, with a forecast benefit of 0.4% national PPM in CP5.

-0.56% (↓)
Train km/track km

Annual change in how far all trains have travelled compared to length of network

10% growth over 8 years

Train KM has declined slightly, due primarily to reductions in freight volumes over the network. Track KM has grown by 74km

1.77% (↑)
Pax km/track km

Annual change in distance pax travelled compared to length of the network

40% growth over 8 years

Pax growth increasingly being accommodated by growth in number of pax per train

-3.10% (↓)
Freight/track km

Annual change in weight x distance moved compared to length of network

22.52% decline over 2 years

Decline seen in 2015/16 (20.2%) was maintained and reduced further as a result of continued decrease in coal tonnage

+3.11% (↑)
Delay per incident

Annual change in MAA of delay minutes per incident

Increase of 0.4 mins per incident

Number of incidents reduced by 6.49%, greater than the reduction in minutes.

0 (→)
Congested Infrastructure

Annual change in number of routes declared congested

No new declarations

Existing declarations exist between Cricklewood & Leicester, and between Reading & Gatwick.

Commentary

Passenger demand on the network continues to grow, though overall annual train kilometres has decreased slightly due primarily to the decline in freight volumes. The capacity of the rail network continues to be used intensively and the challenges of such intensive use can be seen in the growth of delay per incident, generally visible across the rail industry, which is being addressed by an ongoing Network Rail project. Despite this, efforts to improve the resilience and accuracy of the timetable can be seen in the reduction of delay incidents and minutes associated with the timetable, as well as continued delivery of timetable planning rule improvements delivered through the TRIP programme.

Find out more about our Network System Operator activities

Last updated August 2017

STRATEGIC PLANNING
more information inc. Route and Market Studies can be found here

EVENT STEERING GROUPS
Detail on major timetable changes – see calendar for 'events' here

CAPACITY ALLOCTION
Network Statement , Capacity Statement and SOAR information

TIMETABLE PRODUCTION
more information can be found here.