

Going Off the Rails

Infrastructure Outage Planning

Matt Provost
@hypersupermeta





Image © 2015 The GeoInformation Group

Google earth

1945

Imagery Date: 7/19/2013 51°32'13.82" N 0°07'43.90" W elev 25 m eye alt 1.03 km



<https://www.flickr.com/photos/ronmacphotos>

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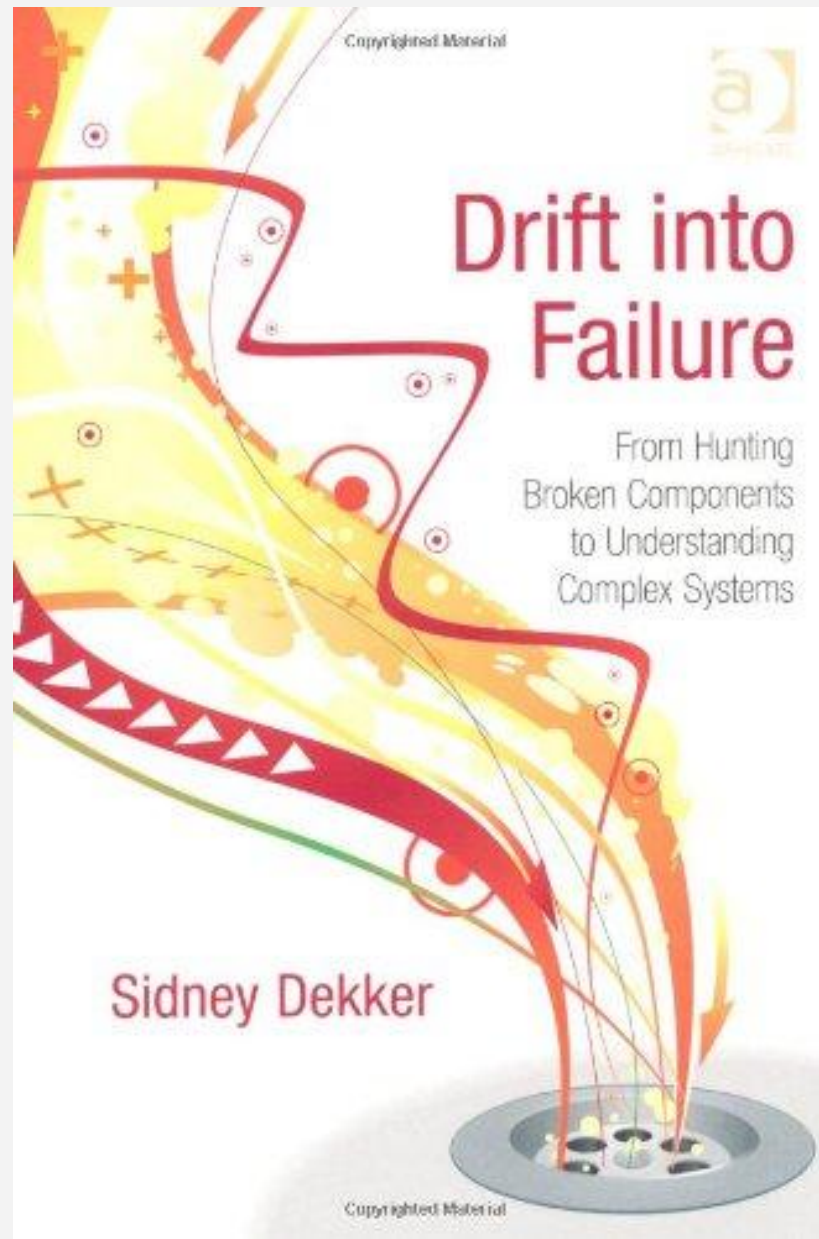


Drift into Failure

From Hunting
Broken Components
to Understanding
Complex Systems

Sidney Dekker

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**A review into the causes of passenger disruption affecting King's Cross and
Paddington station services on 27 December 2014**

**Dr Francis Paonessa
Managing Director Infrastructure Projects, Network Rail**

12 January 2015

A succession of equipment failures ultimately put the track renewal activities out of sync with their supporting engineering trains, stalling progress



<https://www.flickr.com/photos/nsavch>

Insufficient contingency existed in the project plan once the full scope of the works was committed early on Christmas Day to assure hand back on Saturday 27 December

ASLEF Rostering Best Practice

This leaflet is a brief guide to representatives on best practice when scrutinising rosters.

Rostering is a negotiable issue at LLR level, with parameters set within company agreements.

However, the 2002 AAD adopted a policy of closer co-operation between the LLRs, Company Councils and H&S Reps.

ASLEF policy on working time for Train Drivers

Length of weekly working time

44 hours maximum for each seven day period.

35 hours maximum per week on average over a 52-week period, save for any excluded days in that period.

Length of daily working time

Maximum in a 24 hour period, ten, when worked during the period between 0600 and 2300; **or** eight, when worked during night time. In exceptional circumstances, this may be increased to twelve. A train driver's minimum period for a turn of duty shall be six hours.

Night working

Defined as the not less than six hours, which includes at least three hours in the period between 23.00 and 06.00.

Weekly rest period

Maximum four consecutive daily turns of duty, when the turns of duty are worked between the hours of 0600 and 2300, or maximum three consecutive turns of duty during night time.

ROLLBACK;

2001:0db8:85a3:0000:0000:8a2e:0370:7334

Given it was Boxing Day, one of only two days in the year when the railway is closed, there were delays in being able to put together a service recovery plan with the train operating companies as well as devise and communicate a revised timetable



John Arundel

@bitfield



Following

You know it's a career-ending project
cockup when you have to switch to
something called "Emergency Plan Alpha
One". [londonreconnections.com/2015/know-
run-...](http://londonreconnections.com/2015/know-run-...)



Not enough was done in both the planning and the implementation to ensure appropriately managed passenger flow at Finsbury Park; in particular a failure to implement an agreed platform strategy that would have separated alighting and boarding passengers



Jim Ewing
@jimewing



Follow

Avoid Finsbury Park [#railway](#) &
[#underground](#) it's crazy here, stuck in a
corridor over 1hr, disorganised chaos
[#London](#)



RETWEETS
89

FAVORITES
14



12:59 AM - 28 Dec 2014



Willard Foxton
@WillardFoxton



 Follow

Queue to get into Finsbury park. Whatever genius had the plan "send all of Kings X here" should be fired.



RETWEETS

23

FAVORITES

5



1:41 AM - 28 Dec 2014

The overall structure and content of project and operational contingency plans will be improved to ensure that minimising passenger disruption is at the very heart of our planning

Contractors will be required to test any new equipment in an off-the-railway environment before it is used on live railway work

Recognising the risks that are introduced at times of peak project delivery, such as Christmas and Easter, consideration will be given to moving more work away from these peak times

A review will be undertaken of Network Rail processes for communicating operational train service contingency plans to our own and other staff at short notice

Engineering train crew and contingency at times of peak work will be treated with the same level of nationwide cross-project scrutiny and planning as other resources in short supply, such as signal testers and overhead line engineers

Network Rail will work with industry colleagues to improve service recovery and to provide better information to passengers

Thank You