

Ref:	NR/L3/OCS/043/4.2
Issue:	2
Date:	June 2009

National Control Instructions

And

Approved Code of Practice

Section 4.2

ROC 'Train Regulation Policies

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4.2 Train Regulation Policies

4.2.1 The Train Regulation Policy

National Control Instruction

Controllers shall monitor the network, intervening and consulting with Train Operator Controllers, Signalling Centres, IECCs and Signallers as appropriate to manage the train service in accordance with the policies in force.

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Introduced during 2006, the new Train Regulation Policy replaces the Policy based on Statement Levels.

In normal circumstances, train regulation is the responsibility of the signaller, who shall apply the standard instructions for train regulation that are laid down to minimise overall delay.

These standard instructions are contained in the new Train Regulation Policy, which contains the following elements:

- A Train Regulation Policy Statement that sets out the overall policy.
- Arrangements for the management of trains operating over several operational boundaries (cross-route trains).
- Arrangements for the management of trains that run early.

To assist signallers in the application of the policy, there are two further supporting elements:

- Margin Tables, providing calculations about the time taken by different trains to cover the distance between regulating points.
- A Traffic Management Statement, an entirely new element, providing suitable guidance to signallers and others about the nature of the traffic being managed within their area and how it relates to the specific business priorities of the Train Operators.

4.2.2 The Train Regulation Policy Statement

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4.2.2.1 Train regulation objective

In order to facilitate the achievement of the PPM (Public Performance Measure) of the franchised passenger Train Operators and the established performance measures for freight, other operators and Network Rail, Network Rail shall regulate the running of trains that are running out of course so as to achieve the best balance in the prevailing circumstances between:

- The most efficient use of the infrastructure available to the signaller at the point at which trains are to be regulated
- Minimisation of delay to the trains concerned
- Minimisation of delay to passengers or freight conveyed on the trains concerned
- Maintaining connections between railway passenger services where these have been agreed between Network Rail and the relevant Train Operators
- Priorities or other requirements determined from time to time by Operations Control and communicated to the signaller
- Avoiding undue discrimination between Train Operators

The interests of safety and security are paramount at all times.

4.2.2.2 Criteria for train regulating decisions

Network Rail signallers shall, whilst recognising the Train Classification as a generalised guide as to the priority of trains, make regulating decisions to achieve the Objective by taking account of all the following criteria:

- The margin available to the next regulating point, using the margin tables (where provided) to take account of differential capabilities of each train and the stopping or calling patterns of trains and any current restrictions of infrastructure to the next regulating point
- The opportunity to assist by regulation any train to meet a specific performance threshold communicated to the signaller
- Any arrangements for managing trains that cross operational control boundaries, as directed by Network Rail Control

Any specific direction, by exception, from Network Rail Control regarding the priority of trains on the network shall override all other criteria.

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4.2.2.3 Management of early running trains

A train may be allowed to depart early from its point of origin only when the signaller can ensure it is regulated to prevent delay to other trains. If this is likely to result in the train running significantly early into another signal box area, this shall have been authorised by Network Rail Control.

Trains that are running early in the course of their journeys shall be regulated, when necessary, to minimise delays to other trains. When such trains are regulated, they may be permitted to leave the intermediate regulating point in sufficient time to allow them to regain their booked time at the next timing point in their schedule.

4.2.2.4 Applicability of Train Regulation Policy

This Train Regulation Policy is applicable to all parts of the network in situations of operational disruption and shall be the only such Policy in force.

On an exceptional basis only, local priorities for key locations can be established and shall be included in the local statement appendix to the Policy. The appendix forms part of the Policy, and may be varied in the same way. The Network Rail Route / Area General Manager shall take the lead for Network Rail in varying the appendix, consulting as required by the variation procedure.

In situations where the level of disruption leads to the implementation of a Contingency Plan or Service Recovery Plan these may, whilst in force, take precedence over this Policy statement.

4.2.3 Management of early running trains – Control Office procedure

4.2.3.1 Trains starting ahead of scheduled time at point of origin

Signallers are instructed by the Train Regulation Policy as follows:

A train may be allowed to depart early from its point of origin only when the signaller can ensure it is regulated to prevent delay to other trains. If this is likely to result in the train running significantly early into another signal box area, this shall have been authorised by Network Rail Control.

Instances of failure to apply this policy on the part of signallers shall be logged for appropriate follow up by the Operations Manager.