



Advisory Group for Rail Research and Innovation

Performance optimisation and KPIs from the perspective of RIA

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Agenda

- thoughts about KPIs
- three examples
- conclusions

'An Aspirational System Strategy

- To improve Capacity by x%, Availability by y%, Reliability by z%, Capability by axleload, size, speed – concurrently – at **very much** lower cost while maintaining safety
- Numbers were proposed in ToF, with financial target benefit defined, as well as route to getting there'
- RJG at RRUUK, Imperial College, 30th November 2004

Manufacturers' perspective

- requirements laid out in specifications
- valid real performance data at detail level useful but not easily deliverable

Thoughts about KPIs

- provide a high level characterisation of ‘a good railway’
- integration of details needed to deliver ‘a good railway’
- characterising a good railway and delivering a good railway are very different types of activity

The engineering system is a major factor in the overall railway system – but not the only one.

Examples

1. Interoperability of engineering sub-systems – track gauge;
2. Reliable operations – the problem of the train in reverse-formation;
3. The train / station interface – compatibility and service quality issues

Conclusions

- The system is right only when every part of it is right
- Getting even simple things right can be a significant systems integration challenge
- The engineering system is a significant aspect of the whole system
- KPIs tell if we have got it right; systems thinking can help in getting it right.

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