

Project C6: Determining the costs of delay to different types of train

Partners: DfT, Network Rail, ATOC, Arup

Investigators:

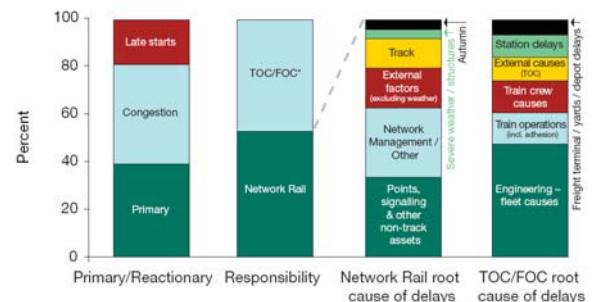
Prof J. Preston (University of Southampton)

Prof C. Nash and Prof M. Wardman (University of Leeds)

Researchers:

Dr G. Wall, Dr J Armstrong (University of Southampton)

Dr R. Batley, Mr D. Johnson (University of Leeds)



Note: TOC/FOC - Train operating company/freight operating company
Source: Network Rail (DS00099)

Causes of delay 2005/6
(from DfT, 2007)

Background:

Network Rail's train regulation objective is to achieve a 'fair and reasonable balance' between the minimisation of overall delay to train movements, the minimisation of overall delay to passengers and time-sensitive goods, the maintenance of connections between passenger trains, the avoidance of undue discrimination, the protection of commercial interests and the maintenance of safety and security. However, it is difficult to make trade-offs between delays to passengers on different types of journey and time-sensitive goods without knowing the respective values (costs) of those delays.

Objectives

1. To develop a better understanding of the social costs of delays to passengers and freight trains
2. To establish delay cost values for different train types

Work Completed.

1. Reviewed railway classification system in the UK and elsewhere.
2. Reviewed current knowledge regarding punctuality, reliability and unit costs of delays for freight and passenger rail.

Work in Progress:

1. Carry out Stated Preference research where gaps in knowledge exist e.g. value of reliability for through and connecting trips, the impact of improved information.
2. Carry out cost benefit analysis of the costs of delays and the benefits of implementing various measures to minimise them.
3. Calculate the social costs of delays on future impacts for rail patronage and abstraction to other modes.
4. Estimate the benefits of achieving a Public Performance Measure (PPM) of 92.6% by 2014 and examine whether a 90% threshold exists.

Key expected outcomes

The establishment of suitable unit delay costs for different types of passenger and freight train services can be used to update the existing UK railway classification system, leading to the improved timetabling and regulation of trains.

Contact:

Prof John Preston (J.M.Preston@soton.ac.uk) and Prof Chris Nash (C.A.Nash@its.leeds.ac.uk)