

Track Renewals Community of Practice

“Working together to make Track Renewals more affordable”

Brian Paynter, Capital Delivery, Network Rail
Eric Thomson, Technical Authority, Network Rail



Track-Communities of Practice

What is a Community of Practice

“A community of practice is any group of people with a shared interest who, by interacting, learn from one another and hone their abilities to further their individual development and, ideally, the development of the field”

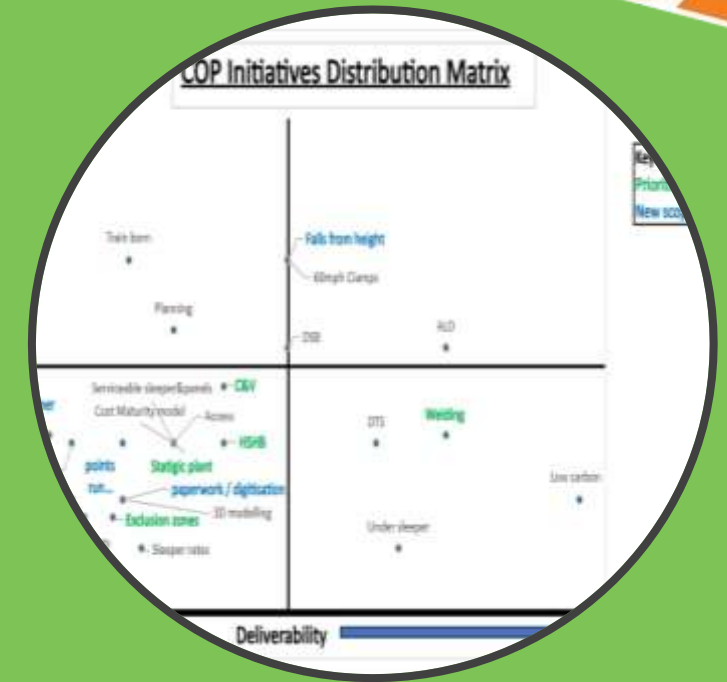


Track-Communities of Practice

What is the Track Renewals Community of Practice?

“An Approach to driving transformation in the efficient delivery of track renewal activity”

- Remove silos – Regional, organisational, functional
- Engage all parts of the supply and delivery chain
- Improve Consistency/Standardisation
- Unblock the blockers
- Drive economies of scale
- Support Standards Development and Challenge
- Enable collaboration and change
- Support strategy development for CP8 and beyond with key stakeholders



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Who's in the Track Community of Practice



Steering Board- reps from all parts of the renewals delivery chain

Sub Working Groups – reps with skillset, experience or interest in a specific initiative

Welcoming participants – initial conversations held with TFW and TFL

Developing Governance

Terms of Reference
Problem Statements
Project on a Page
Periodic Reporting, Initiative Leads

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“So what are we focussing on?”



Track Welding

“Welding fumes pose a risk to welders and workers within the vicinity of a weld. The 4 welds per shift limitation and exclusion zones would impact all track renewal work. We must satisfy the requirements from the ORR Improvement Notice issued in Feb 2024 ”



Progress

- The three Rail Systems Alliances and Southern Renewals Enterprise (Volker Rail) worked together on the problem – no SILO approach
- Saved time and effort on producing individual reports leading to a consistent outcome
- A collective TCoP response back to the NR and the ORR
- Improvements and consistency in operational procedures
- Improvements in the mitigations to health risks to the welders
- Overcoming the 4 welds per shift limit for Track renewals which would have been impactful



Next steps

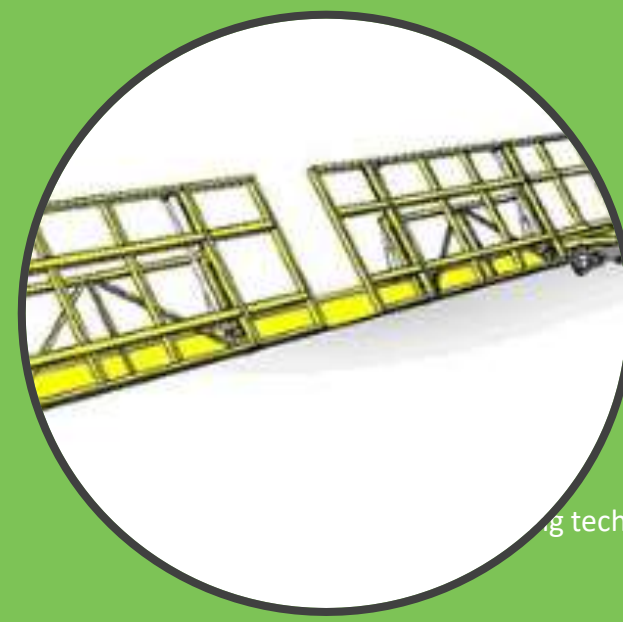
- *Gain full endorsement of the outcomes within Network Rail and the ORR*
- Refresh Task Risk Control Sheets and COSSH assessments
- *Share outcomes with internal maintenance colleagues*
- *Share outcomes any other track renewals contractors*
- *Reach out to TfL and TfW to inform them of our findings and solutions*
- *Making welding part of the strategic plan to reduce the reliance on human intervention*



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“Putting a strategy into plant required for Track Renewals”





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*“Cost & Volume clarity & consistency,
Track Unit Rate maturity and the
difference between being expensive and
unaffordable ”*



ROUTE - REGION

FY25 Earned Volume Unit Rates - Plain Line



DELIVERER - NW&C Capital Delivery Track

FY25 Earned Volume Unit Rates - S&C



FY25 Earned Volume Unit Rates - PL Re-Rail



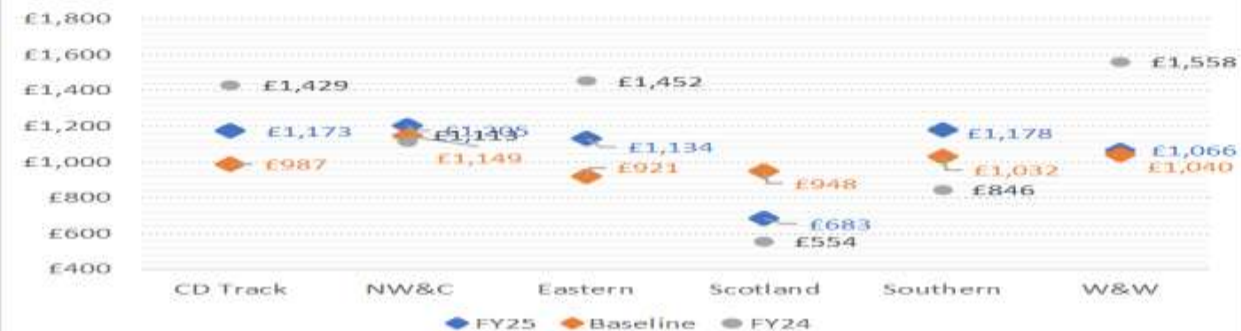
FY25 Earned Volume Unit Rates - PL Re-Rail, Sleep, Ball



FY25 Earned Volume Unit Rates - PL Re-Rail, Slp, Ball

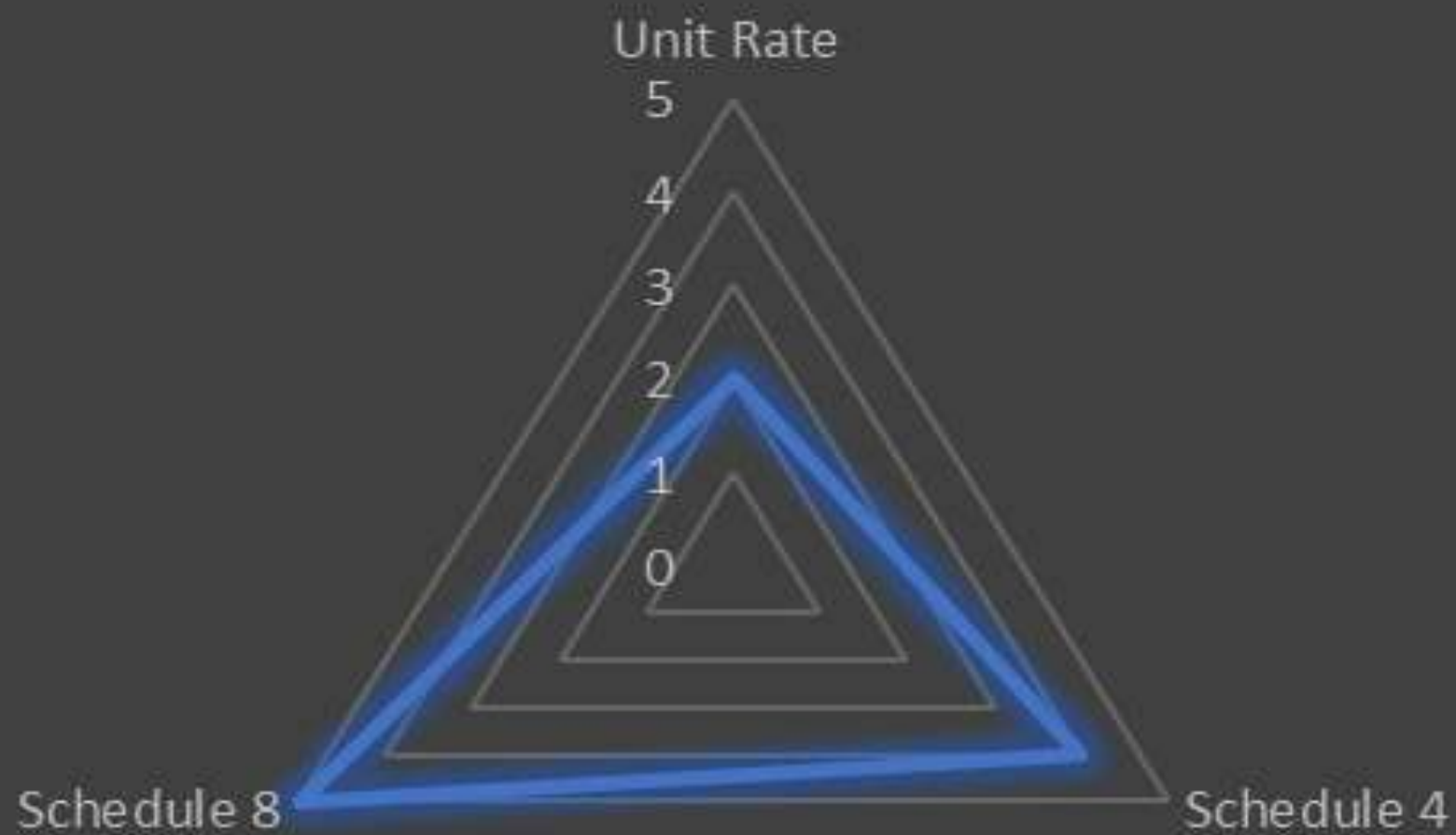


FY25 Earned Volume Unit Rates - S&C Replace - Full

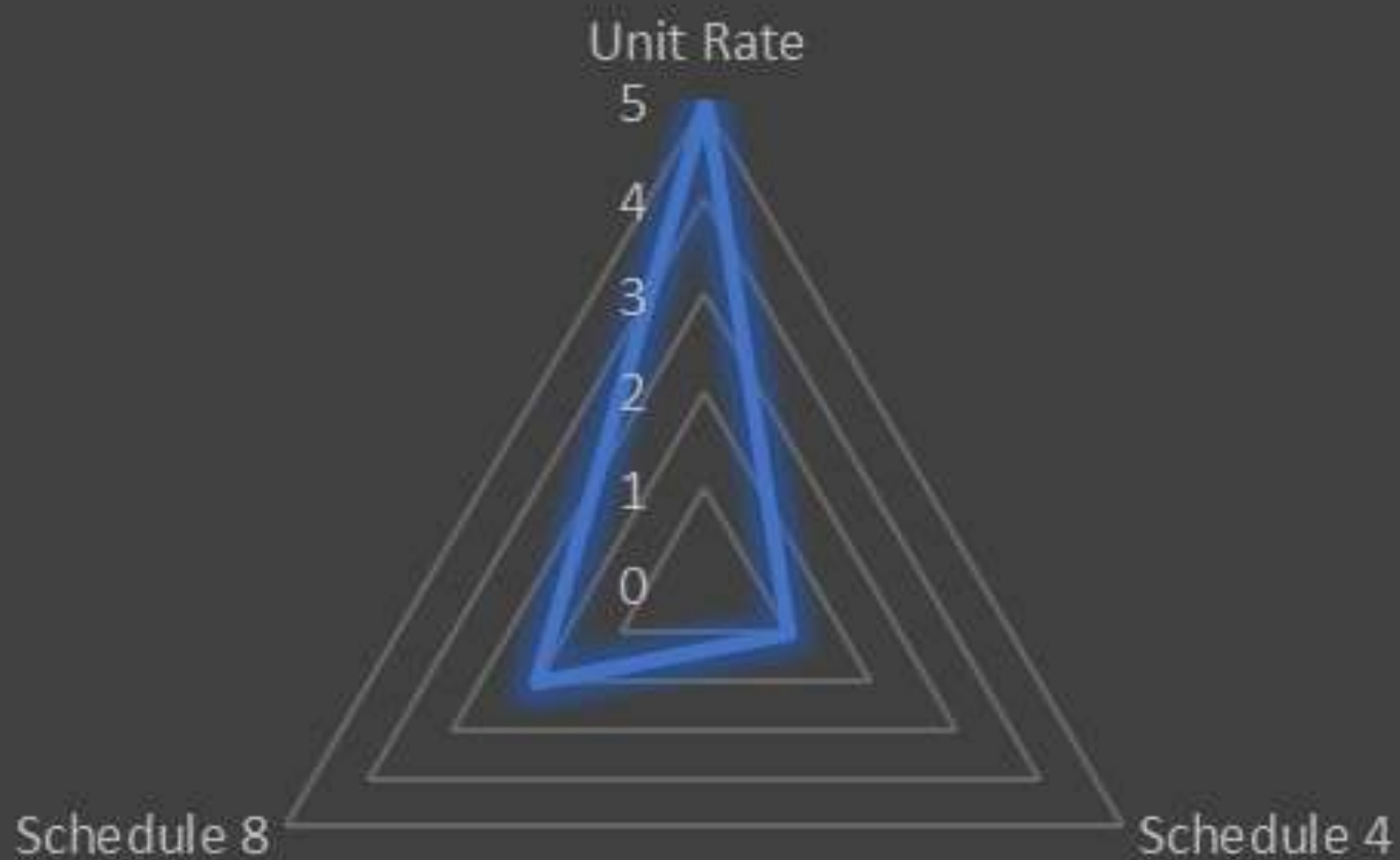


NO SCHEDULE 4 or SCHEDULE 8

Cost Maturity Model



Cost Maturity Model



Clarity and consistency

“Inconsistencies exist in routes in the same region, let alone region to region ”



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“Initiatives, Innovation & Standards challenges”



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“Safety, Sustainability, health & well being ”

Safety, Sustainability, Health & Well being

“Taking the work out of paper”



Safety, Sustainability, Health & Well being

“Proximity sensors”



Safety, Sustainability, Health & Well being

“Mechanising Welding”



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Safety, Sustainability, Health & Well being

“Project Value Add - adding all kinds of value whilst we are there”



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Closing Comments

