

Guidance Document

G1002

INCIDENT MANAGEMENT OF BRIDGE STRIKES

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MAYOR OF LONDON



Contents

1	Purpose	3
2	Scope	3
3	Guidance	3
3.1	General	3
3.2	Bridges Over the Railway	4
3.3	Bridges Under the Railways	5
3.4	Process for restarting of Operation Railway to Full Service Underline Bridges	5
3.5	Recording and Reporting Requirements	6
3.6	Quality Records	7
3.7	Further Reading	7
4	Responsibilities	7
5	Supporting information	9
5.1	Appendix A Civils Bridge Strike Report	9
5.2	Appendix B Civils Incident Report Form	11
6	References	12
6.1	References	12
6.2	Abbreviations & Definitions	12
6.3	Technical content manager	13
6.4	Document history	13



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This document must not form part of Contractual terms and conditions between London Underground and Suppliers.

1 Purpose

- 1.1.1 The purpose of this document is to define the process by which London Underground Civils Maintenance (LUCM) Emergency Response supports the London Underground Rule Book 2 requirements for Civils Asset Incidents and how specific 'Incidents' (see definition and examples below) are identified, managed and communicated to ensure there is minimum delay & disruption to the London Underground's (LU) business.

2 Scope

- 2.1.1 This procedure applies to all bridge strikes occurring to all bridges on the London Underground Track:

- Carrying rail traffic over roads and navigable waterways,
- Over the railway.

3 Guidance

3.1 General

- 3.1.1 The management of bridge strikes shall be in accordance with LU Civils Competency Management System CCMS PR 31950 and Incident Management Arrangements Civils Asset MR-PR 30712, except where varied by this procedure.

The DOME/ECC shall be issued with an on-call list of other London Underground Civils Duty Engineer (LUCDE) Rostered personnel on duty who shall be contacted, when the LUCDE cannot be reached the DOME shall call next on the list or emergency numbers provided.

On receipt of notification of a bridge strike, the DOME/ECC shall immediately notify the London Underground Civils Duty Engineer (LUCDE).

The DOME/ECC shall ascertain the following details of the bridge strike from the informant:

- Location of the bridge
- The reported time of the incident
- For an underline bridge, whether the vehicle involved is jammed under the bridge

When advice is received that a road vehicle is jammed under an underline bridge, confirmation shall be established from the informant of the incident whether:

- Persons are trapped in the vehicle;



- The vehicle is carrying toxic hazardous substance and proper authorities notified;.

In such circumstances movement of trains over the bridge shall be prohibited until advised that the persons or load have been removed and this instruction shall take precedence over any of the following requirements.

The DOME/ECC shall be issued with an on-call list of other London Underground Civils Duty Engineer (LUCDE) Rostered personnel on duty who shall be contacted, when the LUCDE cannot be reached the DOME shall call next on the list or emergency numbers provided.

The DOME/ECC shall carry out the appropriate actions detailed in this procedure based on the bridge involved overline or under bridge..

Should the LUCDE confirm that the Bridge is unsafe for road or rail traffic, the assistance of the Police attending the bridge strike shall be requested to keep the road under the bridge closed until the bridge has been made safe.

3.2 Bridges Over the Railway

3.2.1 When a report is received that a bridge over the railway has been struck by a road vehicle the DOME/ECC and /or LUCDE shall ensure that they have carried out the following actions as necessary:

- Reduce the speed to 15mph;
- Arrange for the rapid response of a LUCDE to the bridge;
- Confirm with the DOME/ECC that a LUCDE will attend within 2 hours;
- Advise the LU Rostered Duty Officer and CMO Incident Duty Officer of the situation and actions being taken.

The LUCDE shall attend the bridge strike and evaluate the damage. If the damage to the bridge appears not to exceed the following limits the LUCDE may authorise trains to pass the bridge at 15 mph until the bridge is fully examined by them to avoid Operational disruption:

- The part of the parapet wall which is immediately over the track has not been cracked or displaced, either horizontally or vertically;
- Any debris from a damaged parapet or wall that has already fallen or could fall, will only fall onto the embankment clear of the track, and there is no risk from any debris falling on or near the line.