

Reference Document

R0624

Business Resumption Plan Central Line

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1 Purpose

The purpose of this reference document is to advise all of a method to return our business to near normal or business as usual as soon as possible in a controlled manner. Losses incurred because of an emergency can be reduced by a rapid return to normal working. The Business Resumption Plan considers the emergencies which could cause major losses, from all perspectives, and makes predetermined arrangements to restore operations fully or partially.

2 Scope

This document relates to all staff including agency, consultants and sub-contractors. The plan includes details of the designated personnel responsible for initiating resumption of operations. Assistance to restore operations can also be obtained by the setting up of call off contracts and mutual aid agreements with other undertakings. This plan includes details of any such agreements.

3 Information

The plan has been formulated after consultation with local managers. Critical tasks, parts and items have been identified so that areas are highlighted that have the potential for high loss.

The table gives the threats identified at the local manager's workshop.

3.1 History

CENTRAL FLEET reference table

Procedure (Nature of loss)	Sub Clause (Possible causes)	Emergency Preparedness Plan Ref: Ruislip RD-362004-BCV Hainault RD-362005- BCV Waterloo RD-362007- BCV
	1.2.2 Control tower operator/shunter not available.	
1.3 Lack of workforce to carry out train cleaning	1.3.1 Contractor fails to deliver workforce i.e. cleaners.	

CENTRAL FLEET reference table

Section	Procedure (Nature of loss)	Sub Clause (Possible causes)	Emergency Preparedness Plan Ref: Ruislip RD-362004-BCV Hainault RD-362005- BCV Waterloo RD-362007- BCV
1.People			
	1.1 Lack of workforce to perform train servicing.	1.1.2 Strike - internal	
		1.1.3Strike - external	
	1.2 Lack of workforce to carry out train movements within depat	1.2.1 Strike - internal	

2. Facilities				
	2.1 Depot - all	2.1.1 Extreme weather.	2.1.1.1 Flooding	R, H, W
			2.1.1.2 Ice & snow	R, H, W
			2.1.1.3 Storm damage	R, H, W
		2.1.2 Fire		R, H, W

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		2.1.3 Gas leak		R, H, W
		2.1.4 Power failure		R, H, W
		2.1.5 Derailment/collision		R, H, W
		2.1.6 Within police cordon	2.1.6.1 Civil disturbance	
		2.1.7 Terrorist action	2.1.7.1 Suspect package	R, H, W
			2.1.7.2 Bomb threat	
			2.1.7.3 Bomb explosion	
		2.1.8 Object on the line		R, H, W
		2.1.9 Incident on neighbouring site		R, H, W
		2.1.10 Chemical spillage		R, H, W
		2.1.11 Person struck by train		R, H, W
		2.1.12 Points/track defect		
		2.1.13 Nuclear leakage		R, H, W
		2.1.14 Trespassers within depot		R, H, W

CENTRAL FLEET reference table				
Section	Procedure (Nature of loss)	Sub Clause (Possible causes)		Emergency Preparedness Plan Ref: Ruislip RD-362004-BCV Hainault RD-362005- BCV Waterloo RD-362007- BCV
		2.1.15 Vandalism/sabotage		R, H, W
		2.1.16 Traction current failure		
	2.2 Depot - partial loss	2.2.1 Extreme weather.	2.2.1.1 Flooding	R, H, W
			2.2.1.2 Ice & snow	R, H, W
			2.2.1.3 Storm damage	R, H, W
		2.2.2 Fire		R, H, W
		2.2.3 Gas leak		R, H, W
		2.2.4 Power failure		R, H, W
		2.2.5 Derailment/collision		R, H, W
		2.2.6 Within police cordon	Civil disturbance	
		2.2.7 Terrorist action	Suspect package Bomb threat	R, H, W
			Bomb explosion	
		2.2.8 Object on the line		R, H, W
		2.2.9 Incident on neighbouring site		R, H, W
		2.2.10 Chemical spillage		R, H, W
		2.2.11 Person struck by train		R, H, W
		2.2.12 Points/track defect		
		2.2.13 Nuclear leakage		R, H, W
		2.2.14 Trespassers within depot		R, H, W
		2.2.15 Vandalism/sabotage		R, H, W
		2.2.16 Traction current failure		
	2.3 Plant i.e. cranes	2.3.1 Power failure		R, H, W
		2.3.2 Component		

CENTRAL FLEET reference table				
Section	Procedure (Nature of loss)	Sub Clause (Possible causes)		Emergency Preparedness Plan Ref: Ruislip RD-362004-BCV Hainault RD-362005-BCV Waterloo RD-362007-BCV
		failure		
	2.4 Utility failure - gas, water, electricity	2.4.1 Source of supply unavailable.		
	2.5 Loss of records	IT system failure		R, H, W
		Loss of paper based system		
	2.6 Loss of communications system			
3. Materials				
	3.1 Lack of critical parts/items.	3.1.1 Supplier fails to deliver - external		
		3.1.2 Supplier fails to deliver - internal		
		3.1.3 Strike by suppliers		
		3.1.4 Obsolescence of spares		
4. Trains				
	4.1 Loss of fleet - all	4.1.1 Vandalism		R, H, W
		4.1.2 Lack of critical parts/items.		
	4.2 Loss of fleet - partial	4.2.1 Derailment/collision		R, H, W
		4.2.2 Vandalism		R, H, W
		4.2.3 Lack of critical parts/items.		R, H, W

Loss can be reduced in a number of ways, elimination, combination, rearrangement, simplification, reduction, substitution or relocation of the tasks, parts or items.

On the basis of consultations, no previously documented plans were found to cover these situations.

3.2 Background

Trains are supplied, maintained and improved for the Central Line at Ruislip and Hainault maintenance depots. There are 85 eight car (four x two car units) 1992 tube

stock trains in the fleet. At the time of writing a maximum of 79 trains are required to run the timetabled service.

The following is an overview of the maintenance regimes carried out in Fleet, it should **not** be regarded as being specific to any stock.

3.2.1 Heavy overhaul

This includes the removal and overhaul of:

- *brake valves*
- *door valves*
- *door engines*
- *auto couplers and suspension units.*

Items from programmed lift can be included in this list which is not exhaustive.

4 Programmed lift

This includes the removal and overhaul of:

- *wheels*
- *motors*
- *truck components.*

The examination and overhaul of:

- *air bags*
- *dampers.*

The examination and repair where necessary of:

- *intercar couplings*
- *buffers are examined.*

5 Modular Maintenance

This includes the inspection of:

- *auxiliary controls*
- *equipment and contacts.*

The operation and inspection of:

- *power switches*
- *braking and safety circuits.*

The examination of:

- *rotating machinery*
- *wheel profiles (and sizes).*

Minor repairs as necessary.