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Ref:	NR/L2/OCS/095
Issue:	05
Date:	05 September 2015
Compliance date:	05 December 2015

Level 2

High Risk Sites for Wrong Side Track Circuit Failures in Leaf Fall Areas and for Low Rail Adhesion

Endorsement and Authorisation

Endorsed by:



T Raine, Working Group Chair

Authorised by:



G Goswell, Steering Group Chair

Accepted for issue by:



M McManus, National Standards Manager

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User information

This Network Rail standard contains colour-coding according to the following Red–Amber–Green classification.

Red requirements – *No variations, could stop the railway*

- **Red requirements shall** always be complied with and achieved.
- Red requirements shall be presented in a red box **with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of red requirements lies with the Professional Head/Standard Owner.
- Red requirements are monitored for compliance.
- Corrective actions shall be enforced if variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Amber requirements – *Controlled variations, approved risk analysis and mitigation*

- **Amber requirements shall** be complied with unless variation has been approved in advance.
- Amber requirements shall be presented with an amber sidebar **and with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner, or their nominated Delegated Authority.
- Amber requirements are monitored for compliance.
- Variations **may** be permitted. Variations are approved by the Standard Owner or through existing Delegated Authority arrangements.
- Corrective actions shall be enforced if **non-approved** variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Green – *Guidance*

- Guidance is based on good practice. Guidance represents supporting information to help achieve **Red** and **Amber** requirements.
- Guidance shall be presented with a dotted green sidebar **and with the word “should” (usually in notes) or as a direct instruction**.
- Guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used. Alternative solutions do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence or documentation.

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Issue Record

Issue	Date	Comments
01	October 2008	Replaces Determining High Risk Sites for Wrong Side Track Circuit Failures in Leaf Fall Areas, NR/SP/OPS/095 (Issue 01)
02	September 2009	Reflects changes to the O&CS organisation, the supplier of weather information and the ADAS scoring mechanism, as well as incorporating lessons from previous seasons
03	March 2011	Changes due to removal of ADAS as service provider. References to ADAS methodology updated to risk assessment published in NR/L3/TRK/003/TEF3076
04	June 2015	Change of standard ownership from OPS to OCS Merging of NR/L2/OCS/095 (Issue 03); NR/L2/OCS/096 (Issue 03) and NR/L3/OCS/096 (Issue 02). Updated to include recommendations from 2013 NTF Autumn Review
05	September 2015	New section 11.2 about entering removal plan into iPAT. RACI also updated as a result.

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 05 December 2015.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

Reference Documentation

GO/RT3208	Arrangements Concerning The Non Operation of Track Circuits During The Leaf Fall Contamination Period
GE/RT8040	Low Adhesion between the Wheel and the Rail – Managing the Risk
RIS-0386-CCS	Rail Industry Standard on Signal Overrun Risk Evaluation and Assessment
GO/RT3350/1	Communication of Urgent Operating Advice
NR/L3/TRK/003/TEF3076	Leaf fall Risk Assessment

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