

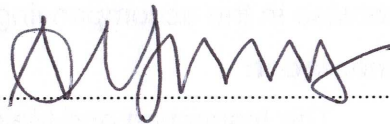
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Level 2

Renewals workbank management

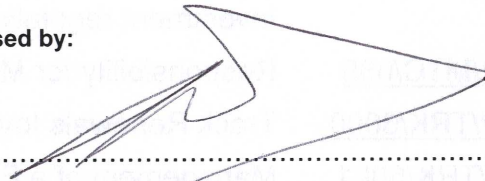
Endorsement and Authorisation

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Issue record

Issue	Date	Comments
1	February 2007	New document
2	August 2008	Updated to reflect Phase 2A reorganisation

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 26 August 2008.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

Reference documentation

NR/L2/TRK/001	The Inspection and Maintenance of Permanent Way
NR/SP/BUS/02201	Management of risk arising from deferred renewals
IR01	Investment regulations
NR/SP/MTC/088	Responsibility for Maintenance of Changed Assets
NR/SP/TRK/6000	Track Renewals Investment Process
NR/L3/TRK/6001	Management of a Problem Statement
TEF/3107	Workbank item data compiler
TEF/3112	Prioritisation tool
TEF/3120	Shortfall Notification Form (Form A).

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1 Purpose

To define the processes for the management of work items to create annual workbanks which reflect our customers needs, business priorities and the asset policy.

Management of the workbank enables:

- relationships between, and relative ranking of, different items on the same route
- comparison across different routes of similar or different characteristics
- identification of opportunities for
 - o blockades and possession strategies
 - o construction techniques and production synergies
 - o resignalling and remodelling opportunities
- informed route strategies
 - o with appropriate mixes of maintenance and renewal activity
 - o gradual asset replacement to deliver changing use and capacity
- consistent application of renewals drivers (e.g. undesirable component types)
- Business Plan production
 - o creation of future years volumes
 - o outline budgetary requirements
 - o draw-off of annual plan volumes
 - o basis of strategic discussions with Finance, Planning and Regulation and Business Engineering teams
 - o matching future traffic patterns
 - o contributory funding for enhancement schemes

2 Scope

This track procedure applies to all work categories funded by the Track Renewals Capex budget.

The workbank comprises solutions to validated problem statements and is the only recognised source of work items from which the track renewals programme shall be derived.

The majority of volumes and costs relate to rails sleepers and ballast. However the financial provision in the programme incorporates other significant works including:-

- drainage
- slab track
- level crossing surfaces
- longitudinal timbers
- fencing

which shall be managed to the same level of detail – location, mileage, extent, type, number etc – as for renewals of rail, sleepers and ballast.

Work items arising from volumetric analysis undertaken by the Senior Business Planning Engineer (Track) shall be used in the later years of the workbank. (eg years 4-10)

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3 Roles and responsibilities

As defined within the process in Section 5 onwards.

4 Definitions & Abbreviations

4.1 Definitions

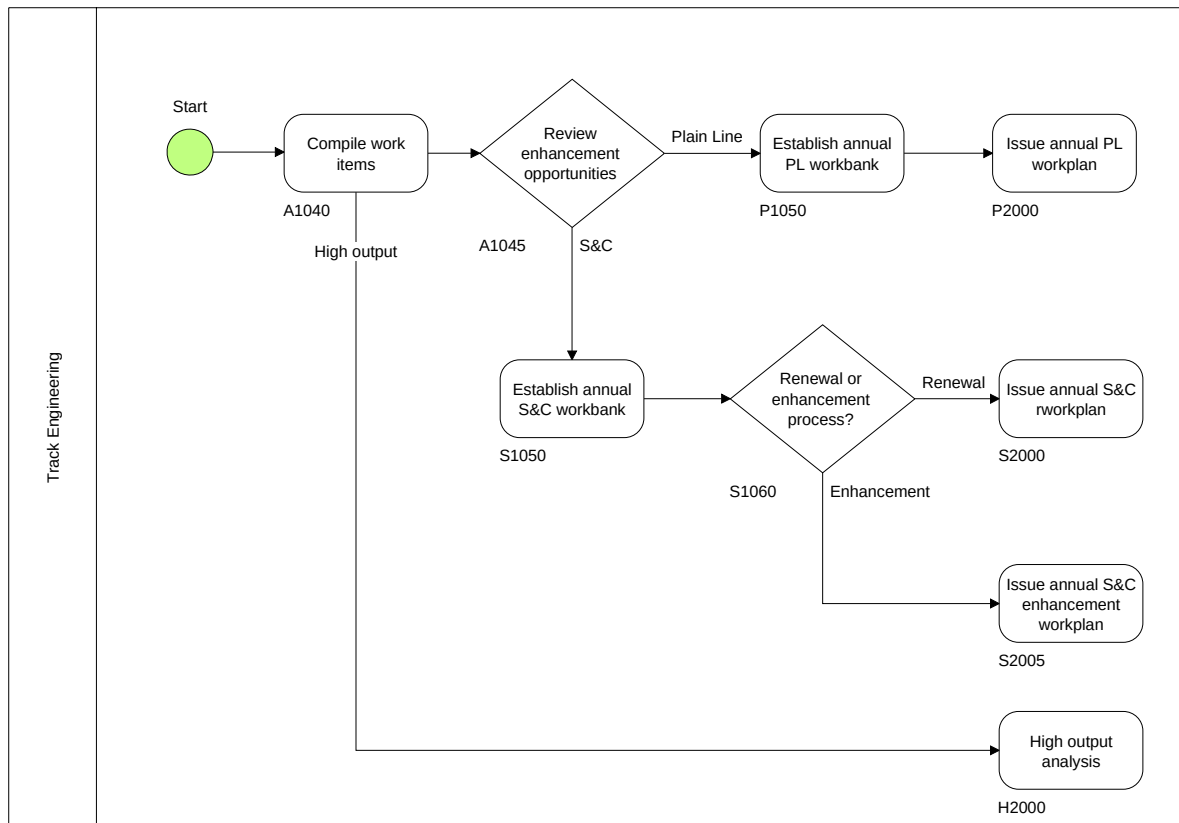
Inspecting Engineer	The engineer appointed by the HoTE or NREE(T) to review a site and assess the suitability for renewal
Work bank	The full listing of all work items.
Work item	The works to be undertaken at a specific site defined by a full description of the scope of work to be implemented and the target year
Work plan	The list of selected work items to be delivered in a specified year.

4.2 Abbreviations

DTE	Director, Track Engineering
HoTE	Head of Track Engineering
NREE(T)	National Renewals and Enhancements Engineer (Track)
PDTR	I&I Programme Director, Track Renewals
PEM	I&I Programme Engineering Manager
PREE(T)	Principal Renewals and Enhancements Engineer (Track)
PMSE(T)	Principal Maintenance Support Engineer (Track)
TTRM	I&I Territory Track Renewals Manager

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5 Workbank management flowchart



6 Workbank management process

Workbank management shall be the responsibility of the Principal Renewals and Enhancement Engineer (Track) (PREE(T)). This track procedure applies equally to renewals items delivered by IMT (Infrastructure Management Team), Maintenance or contractors outside the IMT. Each work item shall comprise a full description of the scope of work to be implemented and the target year.

6.1 Compile work items (A1040)

The PREE(T) uses the details of the validated problem statements to determine the volume of work programmes for future years by line of route and work type.

During compilation of the workbank the PREE(T) shall incorporate the requirements of the Strategic Asset Programme Development and Review activities described in sections 9 and 11 respectively.

6.2 Establish annual plain line workplan (P1050)

The PREE(T) shall derive the optimum mix of plain line track renewals to provide a cost effective asset management programme for the years being considered and will take into account:

- route and asset strategy
- track Engineering policy

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- the condition of the asset
- the efficient production guidelines
- the volume and nature of remaining works both adjacent to the site and along the route

6.3 Establish annual S&C programme (S1050)

The PREE(T) shall derive the highest priority programme of S&C track renewals to provide a cost effective asset management programme for the years being considered and will take into account

- route and asset strategy
- track Engineering policy
- the condition of the asset
- rationalisation of the asset
- interface with other functional renewals
- the efficient production guidelines
- the volume and nature of remaining works both adjacent to the site and along the route

6.4 Decide whether S&C scheme is to be delivered through renewal or enhancement (S1060)

This decision point defines the scope of work which is to be developed and delivered by I&I Track Renewals organisation and the extent to which contributory funding from enhancements is required.

The PREE(T) shall consult the I&I Territory Track Renewals Manager (TTRM) about the scope of work and reach agreement as to the timescales for development, design and implementation.

Works identified as enhancements, or defined to be delivered in conjunction with Projects or Enhancement schemes will be affected by the extended development timescales. The timescales identified for Enhancement schemes shall be considered and the potential for additional maintenance work discussed with the Principal Maintenance Support Engineer (Track) PMSE(T). Funding of these works will be authorised for the defined scheme in accordance with the Investment Regulations IR01.

The decision to use the Enhancement route will be influenced by many non-track factors including

- the volume and timescale of Signalling renewals works
- customer aspirations
- the availability of suitable resources

6.5 Issue Annual Plain Line workplan (P2000)

The PREE(T) shall confirm with the NREE(T), on behalf of the Director Track Engineering (DTE), that the workplan is compliant with national volume targets.