

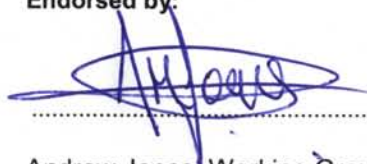
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Level 3

Line Clear Arrangements Following Engineering Works in Axle Counter areas – Line Clear Verification Process

Endorsement and Authorisation

Endorsed by:



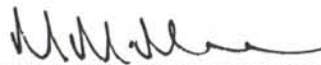
Andrew Jones, Working Group Chair

Authorised by:



Paul Sutherland, Steering Group Chair

Accepted for issue by:



M McManus, National Standards Manager

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Issue record

Issue	Date	Comments
1	March 2010	Original issue
2	September 2011	The process has been strengthened to align roles and responsibilities with the protocols and communications flows documented in GE/RT/8000 (Rule Book). Changed to OCS standard
3	December 2011	The process has been updated as a result of feedback from initial trials.

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 03 December 2011. Subject to all training and briefing requirements being met the standard can be used in timescales agreed by the standard owner.

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

GE/RT8000 – Rule Book

NR/L2/SIG/30080 – Axle Counter System – Operational and Safety Principles

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Introduction

This standard describes the Line Clear Verification (LCV) process. The LCV process is able to support the safe interim and final handback of a possession by providing a means of assessing that the line is clear in addition to conventional line clear procedures (as defined in the Rule Book (GE/RT8000)).

The LCV process is approved as an enhanced means of proving the line clear following engineering activity, in axle counter areas. In this respect it meets the requirements of standard NR/L2/SIG/30080.

1 Purpose

This standard defines the requirements for the application of the LCV process on axle counter areas on Network Rail infrastructure.

This LCV process shall be adopted on all lines where train detection is achieved by axle counters, unless safety validation achieved through Network Rail Acceptance Panel or System Review Panel determines that an LCV process is not required.

The LCV process is based on the principle of a diverse means of proving the line clear and safe following engineering works and is designed to align as closely as possible with established methods of working.

2 Scope

2.1

This standard is applicable to those involved with planning or implementing any engineering works where the LCV process is to be applied.

2.2

The areas where axle counters are the primary means of train detection shall be identified in the Sectional Appendix. Any possession encompassing any part of an axle counter area shall be required to apply the LCV process unless safety validation has determined that it is not required. Areas where the signalling system has Engineering Possession Reminder facility shall use the LCV process. The boundaries of authorised LCV areas of operation will also be published within the Sectional Appendix.

2.3

Where the LCV process is to be used, this shall be indicated in established published possession details.

2.4

The LCV process may additionally be employed in non-axle counter areas where a line clear procedure over and above that set out in the Rule Book (GE/RT8000) is deemed beneficial. Examples may include complex possessions or a series of

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possessions involving multiple vehicles entering or leaving the possession. Any proposal to apply the LCV process on a non axle counter area shall require:

- provision of an operational readiness report confirming that the necessary resources and briefing / training is complete;
- provision of an implementation plan confirming any trial operation or staging and that a suitable mentoring / monitoring plan is in place;
- confirmation, supported by evidence, that all safety requirements can be met (primarily by compliance with all sections of this standard).

Roles and Responsibilities

The LCV process includes specific responsibilities for existing possession management roles. The process relies on, and sometimes enhances, conventional possession management arrangements as defined in the Rule Book (GE/RT8000).

Note 1: It should be noted that conventional Rule Book (GE/RT8000) processes for taking, managing and handing back possessions are not fully described within this document. This document does refer to the conventional processes to indicate where the LCV process enhances or interfaces with them.

The key responsibilities required and assumed when implementing the LCV process are described in this standard.

2.5 Person In Charge Of Possession (PICOP)

In overall control of a possession, arranging protection and permitting worksites to be established in accordance with the Rule Book (GE/RT8000). Manage the access and egress of all Trains and OTMs, recording these details, based on communications with Signallers, Engineering Supervisors and Possession Support staff.

- The PICOP shall be provided with a vehicle management form and will record the details of Trains and OTMs on each line.
- The PICOP shall obtain all completed VMF information from all signallers prior to cross referencing trains and OTM's within the possession.
- Responsible for cross referencing records of Trains and OTMs within the possession with the Signaller(s) prior to declaring the line clear and safe when handing back the lines(s) that have been under possession.
- Responsible for recording the movement of any OTP when travelling between worksites.
- Responsible for verifying with each ES, prior to worksite being granted, that the ES is aware that a VMF shall be completed throughout the duration of the worksite.
- Responsible for verifying with each ES, prior to worksite being given up, that the ES VMF has been completed and all vehicles are accounted for.

Note 2: Reference to Signaller covers all Signallers who control entrance or exit facility to the possession. A Train or OTM may leave the possession from a

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different point it entered which may be under the control of a different Signaller. In this case each Signaller will make one entry on the VMF. The PICOP must cross reference the PICOP VMF with all Signallers prior to handing back the possession.

2.6 Engineering Supervisor (ES)

Responsible for the worksite in accordance with the Rule Book (GE/RT8000 Module T3).

- Responsible for confirming to the PICOP, on requesting the worksite, that a VMF shall be completed throughout the worksite duration.
- Gives worksite access permission to all vehicles, and shall retain a record of these (access and egress).
- The ES shall be provided with a vehicle management form and shall record the details of vehicles on or near the line.
- The ES shall be required to verify that all relevant parts of the worksite are clear prior to worksite handback, by cross referencing the vehicle records with the records completed by each COSS and Machine Controller.
- The ES shall record on the VMF any details of trains splitting, attaching or re-forming and shall provide this detail to the PICOP.
- Responsible for verifying with the PICOP, prior to worksite being given up, that the ES VMF has been completed and all vehicles including Trains and OTMS are accounted for.
- The ES will confirm the time authority is given for any Hand Trolleys to be placed on the line, recording the number of Hand Trolleys authorised and for any additional Hand Trolleys added or removed.
- Responsible for confirming with the COSS that any Hand Trolleys that had been placed on the line/s have been removed when the COSS contacts the ES to advise that work is complete and they no longer need to be on or near the line.
- Responsible for confirming with any Machine Controller that a VMF shall be completed with regard to any OTP placed on or near the line/s. The ES will confirm the time authority is given for any OTP to be placed on or near the line.
- Responsible for confirming with the Machine Controller that any OTP that had been placed on or near the line/s has been removed when the Machine Controller contacts the ES to advise that work is complete and the OTP is clear of the line/s.
- Responsible for initiating a work site sweep, giving clear instructions to the competent person and record the activity on the VMF.

2.7 Controller of Site Safety (COSS)

Responsible for work group safety in accordance with the Rule Book (GE/RT8000).

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- Responsible for confirming to the ES, on requesting access to the worksite, that a VMF shall be completed throughout the worksite duration when Hand Trolleys are in use.

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