

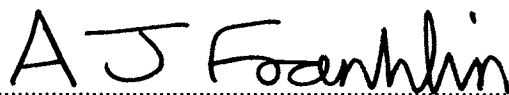
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Date:	4 December 2010
Compliance date:	5 March 2011

Level 3

Inspection for raising/removing speed restrictions and inspecting the line after track maintenance and refurbishment work

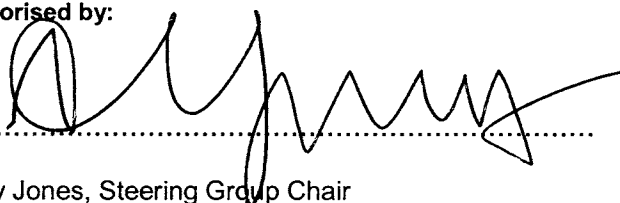
Endorsement and Authorisation

Endorsed by:



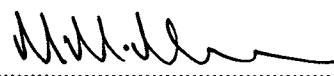
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Authorised by:



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Issue record

Issue	Date	Comments
1	4 December 2010	New procedure incorporating the requirements removed from NR/L2/TRK/001 issue 4 in December 2009.

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 5 March 2011.

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

GE/RT 8000	<i>Rule Book</i>
NR/L2/TRK/001/A01	<i>Inspection and maintenance of permanent way - Inspection</i>
NR/L2/CTM/011	<i>Competence & Training in Track Engineering</i>
NR/L2/INI/02009	<i>Engineering management for projects</i>
NR/L2/SIG/30021	<i>Alterations to Authorised Line Speeds</i>
NR/L3/TRK/1016	<i>Managing the raising/removing of track speed restrictions and inspecting the line after track engineering work</i>
TEF 3202	<i>Level 1 Speed Raising Certificate</i>
TEF 3203	<i>Infrastructure Conformance Certificate</i>

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1 Purpose

This document details the requirements for persons who will be inspecting the permanent way for the purpose of raising / removing speed restrictions and inspecting the line after track maintenance and refurbishment work and gives the process to be applied when these activities are undertaken.

NOTE For track renewal work the requirements of NR/L3/TRK/017 shall be applied.

2 Scope

These requirements apply when inspecting the line in order to:

- a) decide when track maintenance of refurbishment work carried out under traffic is completed
- b) decide when track maintenance of refurbishment work carried out when the line is blocked is completed and the line is fit for traffic
- c) raise or remove a speed restriction
- d) permanently raise the line speed.

NOTE When the line speed is to be permanently changed the requirements of NR/L2/SIG/30021 shall also be applied.

The requirements of this document apply to Network Rail personnel who are required to inspect the permanent way for the purpose of raising / removing speed restrictions and following track maintenance of refurbishment work as described in NR/L2/TRK/001/A01.

It does not apply to TSRs/ESRs or giving up blockages of the line in the following circumstances:

- A TSR/ESR or line blockage imposed:
 - solely to protect staff
 - in connection with restricted sighting at a level crossing
 - in connection with overhead line or signalling equipment
- A precautionary TSR / ESR or line blockage where no remedial work is necessary (for example):
 - following a bridge strike
 - following a flood warning
 - when the Critical Rail Temperature (CRT) is exceeded.

3 Roles and responsibilities

3.1 Authorised Persons

Responsible for:

- carrying out ongoing inspections of work being undertaken under traffic to decide when the job is completed
- completing a diligent inspection of the line prior to authorising the opening to traffic or raising or removing of an ESR, TSR or PSR

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- completing the necessary TEF 3202 Level 1 Speed Raising Certificate or TEF 3203 Infrastructure Conformance Certificate.

3.2 TME

Responsible for:

- allocating competent and certificated Authorised Persons when required
- retaining completed and signed TEF 3203 Infrastructure Conformance Certificates.

3.3 SM[T]

Responsible for:

- allocating competent and certificated Authorised Persons when required
- retaining completed and signed TEF 3202 Level 1 Speed Raising Certificates
- retaining completed and signed TEF 3203 Infrastructure Conformance Certificates

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4 Definitions

Authorised person

A person who has been trained, mentored and certificated as competent to raise/remove speed restrictions and/or inspect the line after engineering work.

Checker

a competent person appointed by the Authorised Person to assist by carrying out checks on their behalf

Emergency Speed Restriction (ESR)

This is similar to a TSR except that it is unplanned. Reasons for imposing an ESR include defective rails, immediate action limit track geometry faults, rough ride reports, bridge strikes, flood alerts and when a TSR has not been raised or removed as programmed.

Engineering manager

Normally the Network Rail Track Maintenance Engineer (TME).

Engineering Work

In the context of this document 'Engineering Work' is as described in NR/L2/TRK/001/A01.

Section Manager [Track] (SM[T])

The supervisory manager with day-to-day responsibility for the delivery of permanent way maintenance within a defined geographical area and for making sure that the track remains safe for operational use.

Temporary Speed Restriction

A planned 'temporary' restriction on the speed of trains, normally applied where stability of the track may be affected by Engineering Works for example track refurbishment, major track maintenance, and bridge reconstruction.

Track Maintenance Engineer (TME)

The Network Rail engineer within the maintenance organisation responsible for technical delivery of permanent way maintenance within a defined geographical area.

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