

REMEMBER

- You must wear LU approved high visibility clothing at all times when you are on or near the track.
- Be aware of the danger from moving trains.
- Obey all safety signs and warnings when you are on or near the track.
- If the work is on Network Rail property and within 3 metres laterally of the nearest Network Rail running rails, Network Rail certification will be needed.
- If the work is on LU property and within 2 metres laterally of Network Rail running rails, Network Rail certification will be needed.
- Network Rail certification is also needed when staff require to go on or near the line on Network Rail property to get to an LU track asset.
- When working close to through running boundaries, if a lookout has to stand on Network Rail property in order to give the required warning time, both the lookout and the staff working with him must have Network Rail certification.
- In Engineering Hours, if protection has to be provided from the Network Rail side, a possession will be required.

LU/Network Rail interface



Best practice for staff working near Network Rail and LU end on boundaries

GENERAL

Operational Standards
Issue 01

Possessions

For possessions, the site owner's procedures must be applied. At the possession planning stage, protection of a possession area beyond the boundary must be arranged with the other organisation. The other organisation should be represented at the planning meetings. The possession's details are to be published in each organisation's Weekly Operating Notice. On Network Rail, a 'Person In Charge Of Possession' (PICOP) certificated to the relevant level must control the possession. On LU, a possession master certificated to the relevant level must control the possession. The relevant person (PICOP or possession master) must make sure that the protection arranged with the other organisation is in place before advising the other organisation that the possession has been taken.

Site specific variations

Staff must also refer to site specific engineering agreements. These are formal agreements between the Network Rail Zone and the LU line concerned for staff to familiarise themselves with the boundary positions in respect of any adjacent Network Rail property they might approach.

Lines Running Close To Network Rail

You may need Network Rail certification to work on the following sections:

District Line:

- Upminster to Campbell Road Junction
- Around Kensington (Olympia)

Central Line:

- East Acton to West Ruislip
- Ealing Broadway to West Acton

Hammersmith and City Line:

- Paddington to Westbourne Park
- King's Cross to Moorgate
- Cambell Road Junction to Barking sidings

Metropolitan Line:

- Harrow-on-the-Hill to Finchley Road

East London Line:

- Around New Cross and New Cross Gate

Victoria Line:

- At Northumberland Park depot

Jubilee Line:

- Canning Town to Stratford (soon to go to DLR)

Network Rail areas

Network Rail certification is needed for the following track sections:

- Richmond to Turnham Green
- Harrow and Wealdstone to north of Queen's Park (except Stonebridge Park depot)
- Wimbledon to Putney Bridge

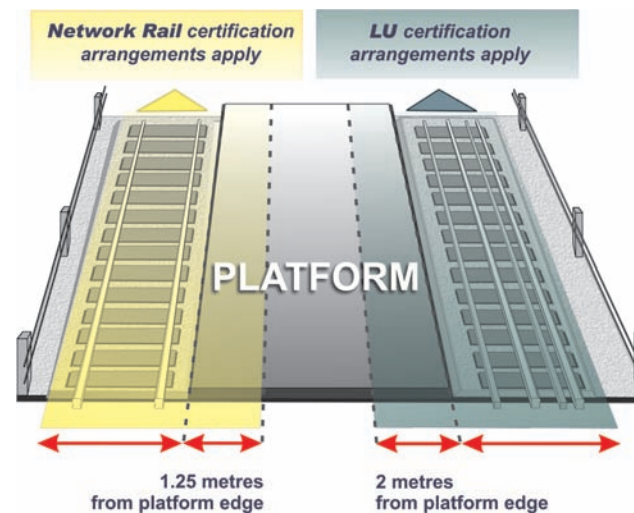
Network Rail certification may also be needed to work on the following stations:

Owned by Network Rail

Barking
Kensington (Olympia)
New Cross
New Cross Gate
Queen's Park
Stratford
Upminster

Owned by LU

Barbican
Farringdon
Highbury and Islington
Moorgate



The above diagram shows the areas where Network Rail and London Underground certification arrangements apply.

General

The basic principles for applying the procedures to work on the track either side of the maintenance boundary are:

- each train operating company will apply its own rules and procedures to work on its own infrastructure
- each train operating company will be accountable for organising and staffing all the protection and possession arrangements for work on its infrastructure
- where an organisation's staff are required to be positioned on the other's property for protection purposes, they must be certificated to the requirements of that organisation.

Protection

LU work

For work on the London Underground (LU) side of the boundary, the LU protection master must set up a safe system of work. If a LU lookout has to go on to Network Rail infrastructure, the lookout must work to LU procedures so that the staff being protected know the warning signals. However, to be able to go on the Network Rail infrastructure alone, the lookout must be:

- certificated as a Network Rail Individual Working Alone (IWA).
- site familiar and conversant with local conditions.

Network Rail work

For work on the Network Rail side of the boundary, the Network Rail COSS or PC must set up a safe system of work. If the Controller of Site Safety (COSS) or Protection Controller (PC) has to position a Network Rail lookout (or handsignaller) on LU infrastructure, the lookout (or handsignaller) must work to Network Rail procedures so that the staff being protected know the warning signals. However, the lookout (or handsignaller) must be certificated as at least track competent by LU to enable them to be alone on LU infrastructure. In Engineering Hours, the lookout (or handsignaller) must be qualified as a protection master (Engineering Hours). At all times the lookout (or handsignaller) must be conversant with local conditions and requirements.