

## Network Rail – Wessex Route – Operations & Maintenance Briefing

# Process for managing line blockage with additional protection which cannot be applied

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Notes	Supersedes version 3 dated 03 June 2023		

This briefing applies to the following roles, however all recipients are required to confirm receipt and understanding.

Operations Managers	X	Local Operations Managers- Signalling	X
Signallers	X	Shift Signaller Managers	X
Local Operations Managers- Response	X	Maintenance Engineers	X
Section Managers/Supervisors	X	Maintenance COSSes/IWAs	X

## Document Approval

	Name and position	Signed	Date
Approved by	Brad Smith (Route Operations Manager)		5 <sup>th</sup> February 24
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Approved by	Nejmi Hassan (Infrastructure Maintenance Delivery Manager – Outer)		6 <sup>th</sup> February 24



# Process for managing line blockage with additional protection which cannot be applied

## INTRODUCTION

Following review of current processes, rulebook requirements and standards, this document describes process and controls that Wessex route applies to manage the risks from changes to line blockages. This document complies fully with the requirement of NR/L2/OHS/019 issue 12 and Rulebook GERT/8000/M module TS1.

## PRINCIPLE

Wessex Route is committed to fostering a culture of additional protection being normally provided for all planned work. Whilst the route continues to work towards this position, a balance needs to take place between planning to use additional protection and ensuring that work can continue should plans change, resulting in a line blockage not being able to be taken with additional protection.

Unnecessary rejection of line blockages result in short notice change to work plans, Safe Work Pack verifications, non-compliance to work, leading to a reduction of safety to maintenance staff or potential safety or performance impact to passengers.

## AUTHORISATION for change to additional protection

In Wessex Route, when it is not possible to provide the planned additional protection due to change of circumstance, failure of equipment or unavailability of resources, the following process shall apply.

- 1) **The COSS/IWA/PC will contact the signaller and inform them that they have authority to remove the additional protection element from the plan and supply the authority number given to them by the responsible manager. (see Note 1)**
- 2) **The signaller will note the authority number on the NR3180 form in the box where WON/GZAC number would normally go.**
- 3) **The signaller will then authorise the line block to go ahead as per TS1 regulation 13**

**Under no circumstances shall the limits of the line blockage be changed.**

Note 1 - This is not a requirement of the 019 standard and is instead over and above the requirements. The purpose of this authority number is to provide assurance to the signaller that the nature of the work does not affect safety of the line and allow maintenance managers to track changes to the plan to allow for future improvements in the Additional Protection process.

In situations where it is known in advance that the block will not be able to be taken with the additional protection, the local Section Manager or Maintenance Engineer will make every reasonable attempt to notify that LOM of the change and authority number process carried out in advance of the block being taken. The authority number shall be communicated by the COSS/PIC/IWA to the signaller through the standard process detailed above.

## Recording of Authority Numbers and Continuous Improvement

Authority numbers, details of the block, and the reason for the change will be recorded by Authorising Manager via a Maintenance owned Microsoft Form.

This will allow analysis of the frequency and reasons for removal of the additional protection to allow for the underlying issues to be resolved, where possible. Plans will be shared with the Operations Team to communicate plans and collaboratively resolve issues.

## Post issue of authority

When the COSS/IWA/PC provides signaller with an authority number, there is no requirement to gain any additional authority for this process through Control or On Call. Should any concerns be raised regarding the authenticity of the authority number then the Local Operations Manager for the signal box concerned must be made aware at the earliest opportunity post the line blockage being carried out so that the incident can be reviewed. The signaller should confirm all the details of the event in writing to the Local Operations Manager.

The Local Operations Manager will investigate the circumstances and feedback to those involved.

## When authorisation is not required for changes to planned line blockage additional protection arrangements.

In Wessex Route, when it is not possible to provide the planned additional protection due to change of circumstance or unavailability of resources, it is permitted to change to a different type of additional protection. This does not require an authority number to

be issued. The signaller needs confirm arrangements for the type of protection to be used with COSS/IWA/PC.

### **When a line blockage is not planned to have additional protection arrangements.**

In Wessex Route, when a line blockage without additional protection is planned but the ability to provide additional protection becomes available due to change of circumstance, it is permitted to change the line blockage to include this additional protection. This does not require an authority number to be issued. The signaller needs confirm arrangements for the type of protection to be used with COSS/IWA/PC.

#### **Review**

This document will be subject to review when any of the following apply.

#### **Revisions to**

- RT8000/module TS1 part 13 Dated Dec 2023
- NR/L2/OHS/019 issue 12 Dated 03 June 2023