WORKS INFORMATION

WI 200

CONSTRAINTS ON HOW THE *CONTRACTOR* PROVIDES THE WORKS

Document History: **Version:**	**Prepared by**		**Quality Checked by**		**Legal Review**		**Peer Review**	
	Name	Date	Name	Date	Tick	Date	Name	Date
1.0					☐			
2.0					☐			
3.0					☐			
4.0					☐			
5.0					☐			

	Final Sign-off	
	Commercial Line Manager	***Project Manager***
Name		
Signature		
Date		

COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

© London Underground Limited

i

An important function of the Works Information is set out the constraints and restrictions imposed upon the *Contractor.*

The purpose of this section is to state any general constraints on how the *Contractor* Provides the Works that would not otherwise be included in the other specific sections of the Works Information. It provides a checklist of heading that need to be considered with the regard to project specific requirements.

For example this section should include restrictions on access, sequencing of construction, phasing; planning constraints; constraints imposed by third parties or the *Employer* themselves (i.e. confidentiality, security and protection of the site, standards of behaviour); protection of the works, trees, highways, existing services; the need for condition surveys; provisions for waste materials.[1]

!

Care needs to be taken when drafting this section to ensure that it does not conflict and create ambiguity or inconsistency between this section and others within the Works Information.[2]

g

GUIDANCE FOR COMPLETING THE WORKS INFORMATION

Text in this Works Information is in **black**, **red** and **blue** text:

Black text: are LUL mandatory requirements for the Works Information and are not to be changed. The Black text fulfils both the requirements of the business and most importantly requirements to ensure consistency with the *conditions of contract*. Any additional requirements are to be completed in back text.

Red text: are instructions to the compiler on how to complete the Works Information, along with lists and suggestions of things to be considered. ALL red text must be deleted before issuing the documentation.

Blue text: is example text to demonstrate to the compiler typical wording that has been used on other contracts. The blue text must not be converted to black text, compilers must develop their own wording to suit their particular project. ALL blue text must be deleted before issuing the documentation.[3]

[1] Delete this box out before issuing to tenderers
[2] Delete this box out before issuing to tenderers
[3] Delete this box out before issuing to tenderers

© London Underground Limited

CONTENTS

DRAFT

© London Underground Limited

WI 215 Access Arrangements

WI 215.1 Purpose

(1) The purpose of this Works Information is to outline the processes and provisions as regards to the securing of access in order to deliver the Works.

WI 215.2 Definitions

(1) The terms used in the Works Information in regard to access have the following meanings:

Access Subcategories has the meaning defined by Works Information paragraph 215.4.1.i.

Applicant means the [*Project Manager*][*Contractor*][*Project Manager* (for Major Closures and Minor Closures)/*Contractor* (for all other access requirements)][4]

Access Manager is the person designated by the Head of Access as the manager responsible for access requests for particular works and who will act as the single point of contact for all access related matters.

Accepted Access Plan is the latest Access Plan applied for by the Applicant and accepted by the *Employer* within Railsys and supersedes any Access Plans previously accepted in RailSys. The Accepted Access Plan attached at Appendix 2 hereto is the Accepted Access Plan at the date of this Contract.

Access Plan means the Access Plan prepared by the Applicant within RailSys detailing the access required to deliver works.

Application to Work Form means the form contained in Appendix 4 to this section of the Works Information

Emergency Access has the meaning defined by Works Information paragraph 215.4.1.e.

Engineering Hours means the term applying to the running line and is described as being when traction current is switched off (as published in the Guide to Switching Current On and Off subject to variance as published in an Engineering Notice) and trains are not running (ref LU Rule Book 17 for the definition of Engineering Hours).

Engineering Notice means a publication produced and circulated within LUL at short notice containing details of engineering works, special current arrangements, engineers' possessions and engineers' trains and similar activities not included in the Traffic Circular.

Engineering Notice Look Ahead means a draft publication produced and circulated by LUL providing a weekly view of items that, at that time, are planned to be published on the Engineering Notice for a specific shift.

Exclusive Access has the meaning defined by Works Information paragraph 215.4.1.d.

Head of Access means the person responsible for managing access to the LUL infrastructure for works. This role includes but is not limited to the responsibility for the publication of safety documentation.

Incident Officer means the senior LUL operating officer responsible for managing an incident.

Latest Request Date means the last date an access request can be made in line with a given timescale.

L&E Closures has the meaning defined by Works Information paragraph 215.4.1.h.

Local Station Access Arrangement Reference Files means the files published by the Head of Access detailing where *works* may potentially be undertaken on Stations in Traffic Hours

[4] Delete as applicable to denote whether the Project Manager or the Contractor is to book access with the Access Manager or if there is a shared responsibility. As guidance the it may be appropriate for the Contractor to be the Applicant where there is a high volume of access requests to be process that are of a general non-contentious nature and which would typically not include Closures or Restrictive or Exclusive Access.

© London Underground Limited

including details of possible locations for the storage of materials and equipment and Station opening and closing hours.

LUL Rule Book are the rule books covering the operation of trains and Stations and accessing the Track and published by the Employer.

Major Closure has the meaning defined by Works Information paragraph 215.4.1.f.

Minor Closure has the meaning defined by Works Information paragraph 215.4.1.g.

Network Rail means Network Rail Infrastructure Limited.

Network Rail Interface Locations means the locations on the LU Network where Network Rail infrastructure interfaces with LU infrastructure including but not limited to the location identified in Appendix 9.

Nightly Engineering Protection Arrangements (NEPA) mean the publication produced and circulated within LUL at short notice containing details of safety related material for engineering works and engineer's trains and vehicles.

Night Tube means the provision of a 24 hour revenue service.

Night Tube Running Period means nominally the period between 21:00hrs Friday night and 06:00hrs Sunday morning

Night Tube Sections means the sections of the Underground Network which provide Night Tube. The applicable sections of the Underground Network are:

a) The Central Line route between and including Hainault, Loughton and Ealing Broadway stations (no Night Tube outside of this route)

b) The Jubilee Line entire network

c) The Northern Line route between and including High Barnet, Edgware and Morden Stations via the Charring Cross Branch (no Night Tube outside of this route)

d) The Piccadilly Line route between and including Cockfosters and Heathrow Terminal 5 stations (no Night Tube outside of this route)

e) The Victoria Line entire network

Non-Restrictive/Exclusive Access has the meaning defined by Works Information paragraph 215.4.1.b.

Operational Managers are Station area managers and train operations managers.

Operational Assurance means an Operational Assurance Notification made to LUL in accordance with the requirements of Standard S15388 (A11) and is incorporated into an access request made in RailSys.

Pathway is the TfL project planning process.

Pre-Closure Request Meeting means a meeting to discuss the viability of a proposed closure request.

Possession Meeting means a meeting to discuss the viability of a proposed Track possession.

Published means,(i) in respect of Restrictive and Exclusive Track access, that the works need to be notified in the Engineering Look Ahead Notice; the Engineering Notice and the Nightly Engineering Protection Arrangements (NEPA) Notice and (ii) in respect of Restrictive and Exclusive Stations access, the works need to be notified in the Station Works Plan.

Self Service Access has the meaning defined by Works Information paragraph 215.4.1.a.

Specialist Protection means all protection arrangements in addition to the *Contractors* SPC (with dual protection qualifications) including but not limited to possession masters; protection resources to implement possession protection arrangements; staff to isolate traction current, technical officers to implement a set of protection arrangements and protection on Network Rail Infrastructure.

© London Underground Limited

Stage Gates: Are the project control gates defined by Pathway and as listed below:

Stage 1 – Outcome definition

Stage 2 – Feasibility

Stage 3 – Concept Design

Stage 4 – Detail Design

Stage 5 - Delivery

Stage 6 – Project Close

Stations means areas to which LUL Rule Book 10 applies including buildings, equipment or facilities designed to be used by customers to access or leave a train.

RailSys means the access booking system for all engineering work on the stations and track. RailSys is a geographical interface where Access Plans and Track access requests are made.

Restrictive Access has the meaning defined by Works Information paragraph 215.4.1.c.

Track means the areas to which LUL Rule Book 17 applies including Track, tunnels, embankments and other line side infrastructure.

Traffic Circular means the weekly Traffic Circular which contains diverse information such as, infrastructure changes, train service changes, events affecting LUL, notification of restrictions to LU operations and operational communications.

Traffic Hours means the term applying to the running line and is described as being when traction current is switched on (as published in the Guide to Switching Current On and Off subject to variance as published in an Engineering Notice) and trains are running (ref LU Rule Book 17 for the definition of Traffic Hours).

Work Request Form means the e-Form provided on the *Employers*' access booking portal and which is completed by the Applicant to reflect the Access Plan and requirements for plant and equipment (including engineering trains) and specialist protection.

Working Time means the period of agreed access (including closures) in either Traffic or Engineering Hours.

WI 215.3 The Access Plan

(1) The *Contractor* prepares an Access Plan with the objective to maximise the efficient use of the available Working Time and takes account of the following in the access planning process:

- the information provided in the Local Station Access Arrangement Reference Files (the use of any potential storage areas identified by the Local Station Access Arrangement Reference Files remains subject to the *Contractor* obtaining the appropriate storage licences);
- the optimisation of Working Time if the *works* can be carried out in Traffic Hours;
- the minimisation of the number and duration of closures;
- the utilisation and extension of existing planned closures;
- the hours/shifts/days in the week required to be worked in order to comply with the Accepted Programme;
- the timescales for booking access and closures defined in WI215.5;
- the sharing of access with Others and the minimisation of disruption of the work of Others;
- the completion of the clearance of workers, materials tools and equipment tools in Traffic hours and supports plans with Method Statements detailing appropriate measures for the protection of the public, if the productivity of Engineering Hours working can be increased safely;
- the maximisation of working time during Engineering Hours when accessing the

© London Underground Limited

Track through a Station (where it is safe to do so, all persons, plant and equipment may be positioned within the Station ready to access the Track immediately on confirmation of traction current being turned off);

- the compliance to the minimum call back time of 20 (twenty) minutes for Track access before the expiry of each shift of Engineering Hours (to allow for the safe removal of all workers, materials, tools, equipment and the like) unless a shorter period is stated in Appendix 3;
- any limitation on Engineering Hours specific to the *works* stated by the *Employer* in Appendix 3;
- the time required for the *Contractor* to ensure the worksite is left clean and safe; and
- Night Tube.

(2) The *Contractor* submits an Access Plan to the *Project Manager* for acceptance. Within two weeks of the *Contractor* submitting an Access Plan for acceptance the *Project Manager* either accepts the Access Plan or notifies the *Contractor* of his reasons for not accepting it. A reason for not accepting an Access Plan is that:

- It is not compatible with the Access Plan Template
- It does not take into account the information provided in the Local Station Access Arrangement Reference Files
- It does not optimise the Working Time
- It proposes an excessive number or duration of closures
- It does not adequately make use of existing planned closures
- It is not compatible with the Accepted Programme
- It does not comply with the timescales for booking Access and Closures defined in WI215.5
- It assumes the use of an existing closure for which an Application to Work Form has not been approved by the Access Manager.
- It assumes an extension to an existing planned closure which has not had the prior approval of the Access Manager
- It requests an access or closure type which is not appropriate for the works.
- It does not adequately provide for the work of Others
- It does not maximise the use of available access
- It does not allow for minimum call back periods or other working constraints detailed by the *Employer*
- It does not provide as a minimum all the information provided in the Access Plan Template
- It does not allow sufficient time for worksites and the Site as a whole to be left clean and safe.
- It does not allow for the operation of Night Tube

The *Contractor* submits a revised Access Plan for acceptance in the following circumstances:

- if the Accepted Access Plan is no longer applicable in all the circumstances;
- when a change is required to align with the Accepted Programme; and
- within the *period for reply* after the *Project Manager* has instructed the *Contractor* to do so. For the avoidance of doubt such instruction does not entitle the *Contractor* to apply for a compensation event.

© London Underground Limited

(3) Should the *Contractor* need to work hours additional to those stated in the Accepted Access Plan (within the constraint of the maximum working hours available within the booked access types), the *Contractor* gives at least 5 working days' notice and obtains the *Project Manager's* prior written acceptance.

(4) The Applicant shall be responsible for checking for clashes (Clash Checking) in respect of access booked by Others and the *Employer* by means of the graphical interface provided in RailSys. The *Contractor* shall also monitor the following publications:

(a) Engineering Look Ahead Notice
(b) Engineering Notice
(c) Nightly Engineering Protection Arrangements (NEPA)
(d) Traffic Circular

In the event of clashes the *Contractor* shall notify the *Project Manager.* The indicative publication timescales (in advance of proposed works) for the above notices are as provided in Appendix 6.

(5) In the event that the *Contractor* attends the Site and access is not provided by the *Employer* in accordance with the Accepted Access Plan the *Contractor* shall complete the Cancelled or Delayed/Curtailed Access Form contained in Appendix 7.

(6) Clash Checking by the *Contractor* and the completion of a Cancelled or Delayed/Curtailed Access Form in full (including the obtaining of all necessary signatures) and the identification of the period access in question on the Accepted Access Plan (with the relevant RailSys number) are all condition precedents in respect of any entitlement to apply for a compensation event.

WI 215.4 Types of Access

(1) Summarised below are the types of access that the *Contractor's* Access Plan shall be based upon. In preparing the Access Plan the *Contractor* selects the type of access required for the *works*. The Applicant consults with the Access Manager as to the appropriateness of the selection as set out in the Access Plan. The Access Manager's decision as to the types of access and closures which can be used in the formulation of the Access Plan is final and binding.

a. Self Service Access

Self Service Access is a category of access for undertaking non-exclusive and non-restrictive works on the Underground Network, using all necessary tools and equipment. It is valid for both Station and Track. RailSys numbers is valid for one access event at one location. It can be raised at short notice and the RailSys number is instantly raised without need for approval.

Self Service Access does not need to be Published.

b. Non-Restrictive/Exclusive Access

Non-Restrictive/Exclusive Access is a category of access for undertaking non-restrictive and non-exclusive works on the Underground Network, using all necessary tools and equipment. It is valid for both Station and Track.

The *Contractor* clearly defines the area covered by a Non-Restrictive/Exclusive Access request and limits the area to the minimum required to deliver the *works.*

Non-Restrictive/Exclusive Access does not need to be Published.

c. Restrictive Access

Restrictive Access is a category of access that places a restriction on what can take place within a particular worksite and where the restriction will apply to all parties attempting to work that particular shift.

The *Contractor* demonstrates that this is the most appropriate form of access and takes account of the impact that the granting of Restrictive Access would have on the network and other work streams. Restrictive Access will not typically be permitted to cover a protracted number of shifts or consecutive shifts, across the same geographical area.

The *Contractor* clearly defines the area covered by a Restrictive Access request and

© London Underground Limited

restricts the area to the minimum required to deliver the *works* and avoids unduly impeding the works of Others.

Restrictive Access will need to be Published.

d. Exclusive Access

Exclusive Access is a category of access that prohibits any party not directly involved in the works (for which Exclusive Access has been booked) from working in that worksite.

The *Contractor* demonstrates that this is the most appropriate form of access and takes account of the impact that granting Exclusive Access would have on the Underground Network and other work streams. Exclusive Access will not typically be permitted to cover a protracted number of shifts or consecutive shifts, across the same geographical area.

The *Contractor* clearly defines the area covered by an Exclusive Access request and restricts it to the minimum area required to deliver the works and to avoid unduly impeding the works of others.

Exclusive Access will need to be Published.

e. Emergency Access

Emergency Access is access required to deal with an Incident as defined in Rule Book 2, or is required to rectify the failure of an asset which, if not rectified, would have a material adverse impact on passenger services. **Emergency Access takes precedence over any other booking or request as directed by the Incident Officer**.

f. Major Closures

A Major Closure can be classified as any planned disruptive work which results in any LU service being unavailable between 0600 and 2100 on a weekday (excluding Bank Holidays).

g. Minor Closures

A Minor Closure can be classified as any planned disruptive work, apart from L&E Closures (defined below) which results in any LUL services being unavailable outside the hours of 0600 and 2100 on a weekday (excluding Bank Holidays) or at any other time at Weekends and Bank Holidays (including the Night Tube Period for *work* with the Night Tube Sections).

h. L&E Closures

Lift & Escalator Closures are closures of lifts, escalators, travelators, fixed stairways, routeways or cross-passageways which can be accommodated without requiring a Station or platform to be closed. The Applicant will liaise with the Access Manager to review the impact of the requested L&E Closure in the context of any other concurrent Underground Network closures. Where the Applicant is the *Contractor*, the *Project Manager* may also participate in such liaison.

i. Access Subcategories

Within the above access types there are a number of access subcategories which are used in the booking system. The subcategories are detailed in Appendix 8 hereto and a description of the typical work to which they apply, such a track possession, is also provided in order to assist the Applicant in identifying the type of access applicable to particular works.

(2) For all closure requests the Applicant attends a Pre-Closure Request Meeting or Possession Meeting with the Access Manager before a Work Request is submitted by the Applicant for approval. Where the Applicant is the *Contractor*, The *Project Manager* may attend such Meetings.

(3) Where the *Project Manager* and *Contractor* agree a proposed closure has business justification the Applicant confirms with the Access Manager the acceptability of the proposed closure. Where the Access Manager confirms that the proposed closure dates are not acceptable the Applicant will liaise with the Access Manager to identify alternative closures that are as near as possible and equivalent to the closures originally proposed by the *Contractor*. Where the Applicant is the *Contractor*, the *Project Manager* may also participate is such liaison. The Access Manager's decision as to acceptability of a proposed closure or proposed alternative closures is final and binding.

© London Underground Limited

(4) The Access Manager may reject proposed closures on; including (without limitation) the grounds that if granted it would unduly limit journey opportunities. By way of guidance, and without limitation, examples of such a limitation of journey opportunities would be:

- A closure of a central London Station during a seasonal event,
- A closure of key Station for access to a popular one-off event during the period of the event,
- A closure of a key branch for access to airport terminals during a peak travel weekend, or
- A closure on a part of a line when there is a concurrent closure on the only alternate line during an abnormally busy period.
- Similarly a closure request may be rejected where it is considered that the level of disruption caused is not justifiable given the nature and the scope of the works.

WI 215.5 Time Scales for booking Access and Closures

In preparing an Access Plan the *Contractor* makes allowance for the minimum booking periods for the applicable access and closure types, as listed in the following table

Type	Applicable to:			
	Station Access	Track Access	Working Time in	
			Engineering Hours	Traffic Hours
Self Service Access	Yes (0)	Yes (0)	Yes	Yes
Non-Restrictive/ Exclusive Access	Yes (14)	Yes (14)	Yes	Yes
Restrictive Access Exclusive Access	Yes (21)	Yes (56)	Yes	Yes
Major Closures	Yes (540)	Yes (540)	No	Yes
Minor Closure	Yes (222)	Yes (222)	No [ii]	Yes
L&E Closure	Yes (90)	N/A	Yes	Yes

Notes

i. The above table gives the T- date in brackets by which planning must be completed (the Latest Request Date). The *Contractor* must allow for sufficient time for adequate access planning. The *Contractor* shall note that there is approximately a 30 minute delay between making a Self Service Access request and the number appearing on the track access control system. During this period the *Contractor* will not have access.

ii. A Minor Closure may be applicable to Engineering Hours if a vehicle is being outstabled. Where no more than two vehicles are being outstabled at any single location the timescale for booking may, subject to the agreement of the Access Manager, be reduced to 90 days.

iii. A Major Closure or Minor Closure in respect of a depot or sliding may be required if the proposed works affects the operational railway.

At specific locations the minimum booking period for Closures stated in the above table may be able to be reduced. Where a reduced period applies this is stated in Appendix 3.

The *Contractor* plans access as early as possible and in no event applies for access or closures after the Latest Request Date has past.

Where access is required to Network Rail infrastructure at the Network Rail Interface

© London Underground Limited

Locations the minimum booking period for all access types is 294 days except for Major Closures which remains unchanged.

WI 215.6 Utilising Existing Closures

The *Contractor* actively seeks to utilise the *Employers* existing closure programme to progress the Works. A list of existing planned closures is provided as Appendix 1 to this section of the Works Information.

The *Contractor* identifies all possible opportunities to use the *Employer's* existing closure programme and provides the information necessary to complete the Application to Work Form. The Applicant completes the Application to Work Form and submits this to the Access Manager and the *Project Manager* for approval. Such Form shall be submitted a minimum of 15 (fifteen) weeks prior to the relevant closure start date. The Applicant attends the planning meetings for the relevant closure and the *Contractor* prepares for submission by the Applicant any information as may be requested by the Access Manager as part of this planning process. Where the Applicant is the *Contractor*, The *Project Manager* may attend such Meetings.

The *Contractor* may also propose an extension to an existing planned closure. The *Project Manager* considers the proposal and where the business benefits more than offsets the increased customer disruption, authorises the Applicant to seek endorsement by the Access Manager. The Access Manager determines whether the request should be taken forward as a formal application and advises the Applicant accordingly. Where such application has been approved by the *Project Manager*, the *Contractor* submits an updated Access Plan, to reflect such application, to the *Project Manager* for approval.

The *Contractor* recognises the level of disruption and limitation of journey opportunities which result from closures and where the *Contactor* plans any change to the scope or type of works to be undertaken under an existing closure, seeks the approval of the *Project Manager* accordingly. The Applicant seeks consent for the change from the Access Manager. The *Contractor* accepts that if the Access Manager or the *Project Manager* considers that changes in scope are such that the business benefit of the *works* to be carried out is no longer commensurate with the disruption caused, that the closure may be cancelled. For the avoidance of doubt where a closure is cancelled in these circumstances it is not a compensation event and the *Contractor* submits a revised Access Plan for acceptance by the *Project Manager*.

WI215.7 Booking and Arranging Access

(1) The Applicant books and co-ordinates access to the Site with the Access Manager in accordance with the Work Request/RailSys process and the Accepted Access Plan. The *Contractor* accepts that access to the Site will be refused without a valid RailSys number and the *Contractor* checks that it is in possession of a valid RailSys number for all access requirements detailed on the accepted Access Plan. If the Contractor is not in possession of the same it advises the *Project Manager* accordingly.

(2) The *Contractor*'s attention is also drawn to the requirements of section WI225.4 Security, in connection with restricted access to the *works.*

(3) The *Contractor* complies with the requirements of the use of Sentinel (Network Rail's Access and Competency System), particularly in the context of access control at the point of site entry. The *Contractor* shall note that individuals will be refused access to Sites without a valid Sentinel Card.

WI215.8 Training, Certificates, Identity Cards and Entry Permits

(1) The *Contractor* is responsible for ensuring that all staff and personnel are suitably trained, competent and carry the appropriate and requisite certification for performing the roles required of them in carrying out the *works*.

(2) The Standards, and in particular QUENSH and the Rule Book(s) set out the training and certifications required to be met by the Contractor

(3) The *Contractor* is responsible for arranging, booking, and paying for all requisite medicals, training and certification of its staff and / or personnel. Details of the cost and process for

© London Underground Limited

booking LUL arranged training / certification courses are provided within Appendix **TBC**.

(4) The *Contractor* allows a minimum of **28**** days notice period for all *Employer* provided training and certification courses. This must be included on the programme for acceptance. Any time period less than this cannot be guaranteed, and although efforts may be made to facilitate wherever possible, the *Contractor* does not rely on such reduced time periods being accommodated.

*[**Insert the project specific notice period required by the Employer to provide training to the Contractor]*

(5) At the *starting date* of the Contract, the *Contractor* must produce a competency matrix for all *Contractor's* staff or personnel involved in Providing the Works detailing the training, certification and other competency information held on record. The *Contractor* updates the matrix throughout the Contract duration, maintaining current records and making it available on request by the *Project Manager*

WI215.9 London Underground Access control

(1) All *Contractor* personnel require a Sentinel smartcard endorsed with the Industry Common Induction (ICI) competence plus the LU-ICI endorsement in order to access the Site and carry out works on London Underground operational infrastructure.

(3) The *Contractor* registers to become a Sentinel Sponsor via the Rail Industry Supplier Qualification Scheme (RISQS). Further details can be found at the following Achilles website address (Achilles administer the Scheme on the behalf of RISQS). http://www.achilles.com/en/?option=com_content&view=article&id=285

(4) All Sponsors and Sponsored individuals must abide by the Sentinel Scheme Rules, the latest version of these can be found at the following Sentinel website address: https://www.railsentinel.co.uk/Content/Downloads/SentinelSchemeRules.pdf

(5) The Smartcard is specific to an individual and is not transferable

(6) The *Contractor's* personnel shall carry their Smartcard at all times when working on operational underground network property and shall present them to any authorised representative of the *Employer* for inspection when requested to do so. Failure to produce a valid Smartcard, or requisite certification, for inspection may result in the individual being instructed to leave site. A Smartcard is not required when working solely on non-operational underground network property.

(7) The Smartcard does not entitle the *Contractor*'s staff or personnel to any benefits other than permitting access to the Site for the purpose of carrying out *works* during the agreed hours of work. The LUCAS Smartcard remains the property of the *Employer* and is required to be returned immediately upon request.

(8) Details of required courses and medicals are detailed in QUENSH.

(9) Exceptions to the Smartcard process;

For certain exceptional access circumstances it may not always be practical or cost effective to enrol the suppliers or Others onto the Sentinel Scheme.

Such scenarios whereby temporary LUA-LU paper certificates are issued would be;

- Specialised contractors requiring limited access
- Survey work requiring limited access

If the *Project Manager* decides to permit exceptional access to site or *working areas*, the *Contractor* must obtain the *Project Manager's* written acceptance regarding the personnel and work activities prior to commencement on site.

(10) Any person attempting to gain access to the site or working areas who is not in possession of a valid LUCAS or Sentinel Smartcard is treated as a visitor. All visitors, except for authorised collection or delivery drivers, are escorted or supervised at all times by an authorised member of staff whilst on site.

[State whether there is any restriction on the number of visitors permitted per authorised person.]

© London Underground Limited

The *Contractor* maintains a register of all visitors including:-

- Name;
- Employer;
- Nature of business / persons being visited;
- Time in;
- Time out;
- Supervisor/escort name including signature.

The *Contractor* provides a health and safety site briefing to the visitor who signs a form to confirm that they have received the briefing and understand the site rules and their respective responsibilities as a visitor.

The *Contractor* issues the visitor a temporary pass that is valid for a maximum 24 hours and the expiry date and time is clearly indicated.

The *Contractor* ensures the temporary pass is returned when the visitor leaves the site and that a list of lost any passes is maintained.

Lost electronic visitor passes are de-activated immediately on the *Contractor* being made aware of the loss.

WI215.10 London Underground – Access Control

(1) When booking in and out of the Site, the *Contractor*'s staff and personnel must report in, record entry and exit, and present their Smartcards when and where required, in accordance with the local access control arrangements.

(2) Where a Smartcard reader is installed on Site as part of the local access control arrangements, then all *Contractor* staff and personnel as a mandatory requirement swipe their Smartcard on entry and egress from the Site. Any individuals found on site where such a card-reading system is in place who have not followed such a procedure may be instructed to leave site for the duration of the associated shift, regardless of whether they may hold the appropriate Smartcard. The *Employer* takes no responsibility for any abortive costs or impact to schedule of any such instruction to any member of the *Contractor*'s staff under such circumstances.

WI 250 Access within the Railway Environment

WI 250.6 Engineering Trains (DELETE IF NOT USED)

Engineering trains may be available from the *Employer* for transportation of Plant and Materials and Equipment to and from platforms in Stations together with other specialist mechanised plant for the delivery of the *works*. The Applicant submits a Work Request detailing requirements for engineering trains and mechanised plant to the Access Manager in accordance with the timescales set out in Appendix 5. The *Contractor* shall provide the Applicant with all the information relating to engineering trains and mechanised plant required by the Work Request and where the *Contractor* is the Applicant seeks the approval of the *Project Manager* before the formal submission of the Work Request to the Access Manager.

Where the *Contractor* cancels the booking for an engineering train or other mechanised plant, the *Contractor* shall compensate the *Employer* as follows:

- Cancellations made at least 56 (fifty-six) days in advance of the date on which the train has been booked to run – no charge will be levied by the *Employer*
- Cancellations made at less than 56 (fifty-six) days in advance of the date on which the train has been booked to run – the full price will be charged by the *Employer*, in accordance with the prevailing charges detailed in Appendix 10.

The *Contractor* directs any requests to amend a booking for engineering trains or mechanised plant to the *Access Manager* and the *Project Manager* in compliance with the minimum timescales set out in Appendix 5. Requests to amend the make up of engineering trains will be subject to availability.

© London Underground Limited

Other mechanised vehicles provided by the *Contractor* must be plant approved and have route clearance for the area involved. This is the responsibility of the *Contractor.* Access for other mechanised vehicles shall be booked by the *Contractor* by directing such booking to the Access Manager and the *Project Manager* in the same manner as for engineering trains or mechanisd plant as described above and is subject to the same minimum timescales as set out in Appendix 5.

Engineering train rolling stock and train/mechanised vehicle paths will be subject to optimisation planning by the Access Manager at 56 (fifty-six) days prior to the week of the requested date. The intention of this process is to:

- Maximise the nightly use of the available resources, trains, rolling stock, loading gangs, crews;
- Maximise train pathing opportunities and time at site;
- Maximise the access to the infrastructure to all parties requiring access;
- Promote opportunities to share engineering trains between requesters in order to optimise available access and/or resources; and
- Meet business needs and/or priorities

In the event that it is required to re-schedule a requested engineering train, the Access Manager will use reasonable endeavours to provide an alternative and equivalent booking as close to the original date as possible

Protection (DELETE IF NOT USED)

WI 250.7

The *Contractor* consults and agrees all protection arrangements (including provision of additional Specialist Protection resources) with the *Project Manager* and the Access Manager. The Applicant seeks formal approval for the agreed protection arrangements (including provision of agreed Specialist Protection resources) by submitting a Work Request.

The *Contractor* provides a minimum of 1 qualified Site Person in Charge (SPC) for each work party.

The *Contractor's* SPC (who work on the track) shall hold a dual qualification enabling them to provide protection as well as provide work site supervision and shall work as part of the protection detail. If works are planned to take place during Engineering Hours, the SPC shall hold a dual qualification enabling them to provide protection during Engineering Hours, and shall be familiar with the area that they will be working in and safe routes to / from the worksite, as such there should be no need for additional protection staff to be employed.

In the event of additional Specialist Protection staff being required, the *Contractor* shall advise the *Project Manager* accordingly and the Applicant requests the additional Specialist Protection resources from the Access Manager a minimum of 21 days before the Specialist Protection is required. Where the *Contractor* is the Applicant it will seek the approval of the *Project Manager* before the submission of such request. The Access Manager will review the protection arrangements and determine the number and qualifications of any Specialist Protection staff that may be required. This will be done in consultation with the Applicant and where the Applicant is the *Contractor,* in consultation with the Applicant and the *Project Manager.* Any Specialist Protection will be arranged by the Access Manager and provided by the *Employer*

The cost of Specialist Protection staff will be charged back to the *Contractor* in the event of cancellation (or non-utilisation) on the following basis:

- Cancellations made 96 hours or more in advance of the activity start date – no charge will be levied by the *Employer*;

© London Underground Limited

- Cancellations made less than 96 before the job start date – the full cost will be charged to the *Contractor.*

The above durations are subject to the cancellation being made before 12:00hrs on a weekday (Monday to Friday inclusive). Where a cancellation notice is received after 12:00hrs, the 96hour cancellation period will be calculated from 09:00hrs on the next weekday.

4 Not used

DRAFT

© London Underground Limited

Appendix 1: List of existing planned closures

The planned closures relevant to the Site are[5]:

Ref:	Location	Nature of planned works	Start Date	Finish Date
1.				
2.				
3.				
4.				
5.				
	Add additional lines as necessary			

DRAFT

[5] The table should be populated with all existing Closures that have the potential to be useful to the *Contractor* for the delivery of the works.

© London Underground Limited

Appendix 2: Accepted Access Plan

[For tendering purposes include the current version of the Access Plan as approved at the last Pathway Gate. At the point of contract award the Access Plan included at Appendix 2 should be the tendered Access Plan or an updated version of the tendered Access Plan, if changes in access have been agreed with the *Contractor* as part of the tender process. An Access Plan should always be included in the signed contract and becomes the first Accepted Access Plan.]

© London Underground Limited

Appendix 3: Limits on the time period of Engineering Hours

1. The call- back period is [_____] minutes[6]

2. The time period for working in Engineering hours is restricted as follows:

   a. [Insert details[7]]

3. The reduced minimum periods for booking Closures are [not applicable/as stated in the following table.][8][9]]

Location	Closure Type	Reduced minimum booking period

[6] State the minimum call-back period for Track access where is different from the standard allowance of 20 minutes.
[7] Any restrictions on the on the working time available to the *Contractor* in Engineering Hours which are project specific must be stated here. If there are no project specific constraints state 'None'.
[8] Delete as applicable
[9] For works at certain locations the minimum booking periods for Minor and L&E Closures may be reduced, for example, in respect of Stations an indicative list of locations is provided at intranet location http://luintranet.tfl/static/documents/operational-support/Appendix_6_Stations.pdf., where the minimum period for booking a Minor Closure may be reduced from 222 to 90 days. The table should only be populated in discussion and agreement with the nominated Access Manager.

© London Underground Limited

Appendix 4 – Application to Work Form

Multi-Worksite Possession Team
Application to Work Form

Date of Application		Week No.		**Equivalent Engineering hours shifts**	
Date of Possession		Week No.			

Responsible manager for work	Name			
	Organisation		**Cost Centre**	
	Contact number		E mail:	
Scope of work: Brief Description				

Chainage	**Line(s) Affected**	**Times Reqd.**	**Limits**
Worksite Location			
Lines Affected Including EB – WB – IR – OR –NB - SB Limits 1 No. Form For Each Respective Worksite			

Is it Possible to Pass Engineering Trains through your worksite. Ensure all information is correctly entered.	**Yes** **If Yes, how much notice reqd. to clear site**	**No** **If No, enter justification below**

Engineering Trains

Are Engineering trains working in your worksite	**Yes**		**If Yes, how many and which type:**
	No		

Road Rail Vehicles (RRVs)

Are EHs Possessions required to Outstable RRVs prior to Closure	**Yes**		**Are EHs Possession required to return RRVs following Closure**	**Yes**	
	No			**No**	
Comments					

On Track Plant / machinery

Are any On Track Plant / machinery Working in your worksite	**Yes**		**If yes ensure you enter all information correctly in the respective boxes below**
	No		

Line(s) Affected	**Access**	**Egress**

Resources

Are any specific resources required for your worksite	Yes		**If yes ensure you enter all information correctly in the respective boxes below**
	No		

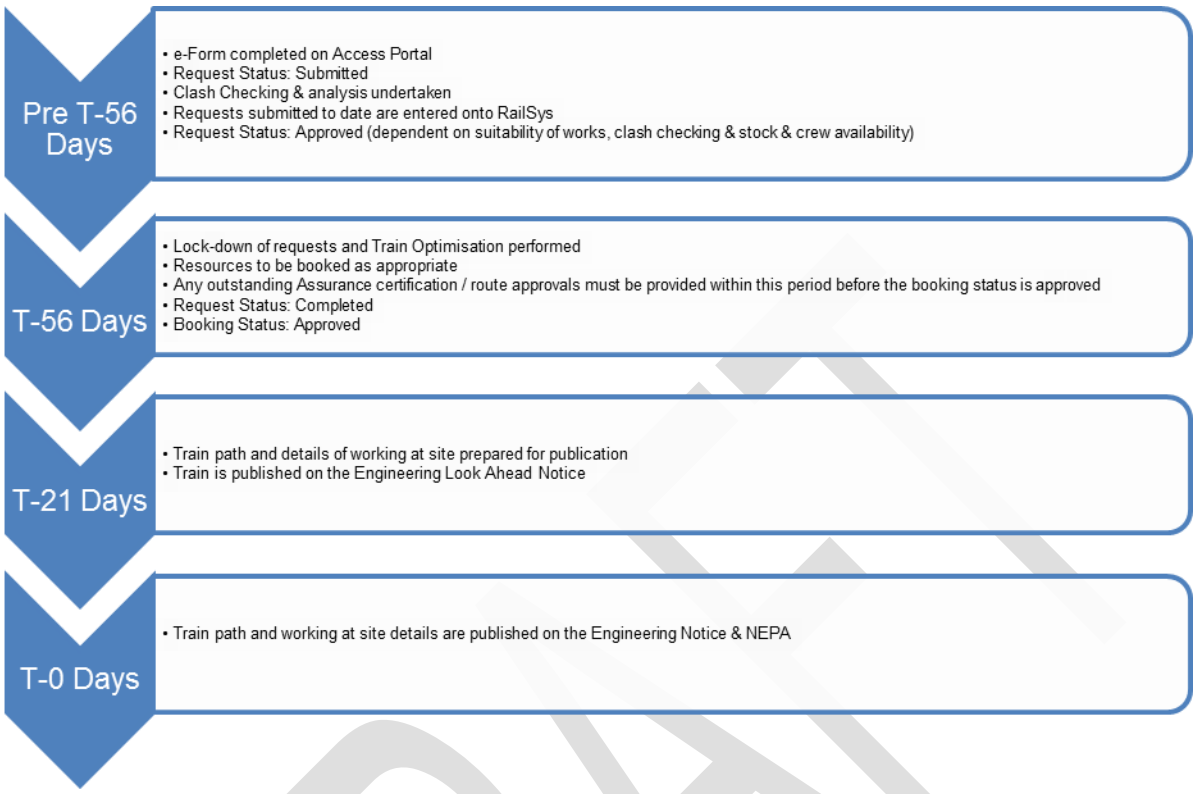
Are all staff on site Track Accustomed certificated?	**Yes**		
	No		**If no ensure, adequate time is allocated to clear line(s) of all non cert. staff to allow passage of Engineering train if applicable**
Anticipated No of staff in worksite			
Control measures for access to worksite			
Is station Access required	**Yes**	**No**	
Worksite Notification: Date Worksite Notification accessible for review.			

COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

© London Underground Limited

Appendix 5 – Request Lifecycle for a Train or Motorised Vehicle Request

The timescales for booking an engineering train or other mechanised vehicle is described the in following flow chart.



Note: 'T' indicates the Monday of the week that the train or vehicle is booked to work in.

The process at each stage is summarised as follows:

a. Pre T-56 Days

A Work Request for a train can be submitted by a Manager at any time prior to T-56 days. All requests will be made by the Manager comprehensively completing all the requisite screens of the Work Request. The Work Request is the sole means by which TransPlant engineering vehicles can be booked and requested and there is provision on the Work Request to provide specific details as to the make-up of each train (if the consist is known). The Access Manager will assist the Manager as necessary in planning and requesting trains or access for mechanised vehicles.

b. T-56 Days

All planning for engineering trains, train paths or mechanised vehicles must be completed & received by T-56 days, after which train optimisation will be carried out by the Access Manager.

From T-56 days onwards the requested access for an engineering train or mechanised vehicle will be entered onto RailSys and a check for any clashes can be carried out. The Access Manager will update the request's status to 'Completed' if there are no clashes or impediments pertaining to the request at that time. If there is a clash at this stage, the Access Manager will assess whether the clash is likely to be resolvable by the train optimisation process and will work with the Manager to identify potential alternative dates.

c. The Access Manager and Manager will agree the engineering train paths, confirm the engineering train's method of working at site; access and egress to the worksite for mechanised vehicles and/or personnel, and carry out protection planning.

d. The Access Manager will update the Booking status to 'Approved'.

e. T-21 Days

© London Underground Limited

f. At this time the train path, and details of the train or mechanised vehicle's working at site, will be prepared for publication. These details will be included on the Engineering Notice Look Ahead

g. T-0 Day of the Works

h. The Engineering Notice is published with full details of the train or mechanised vehicle's path and it's working at site.

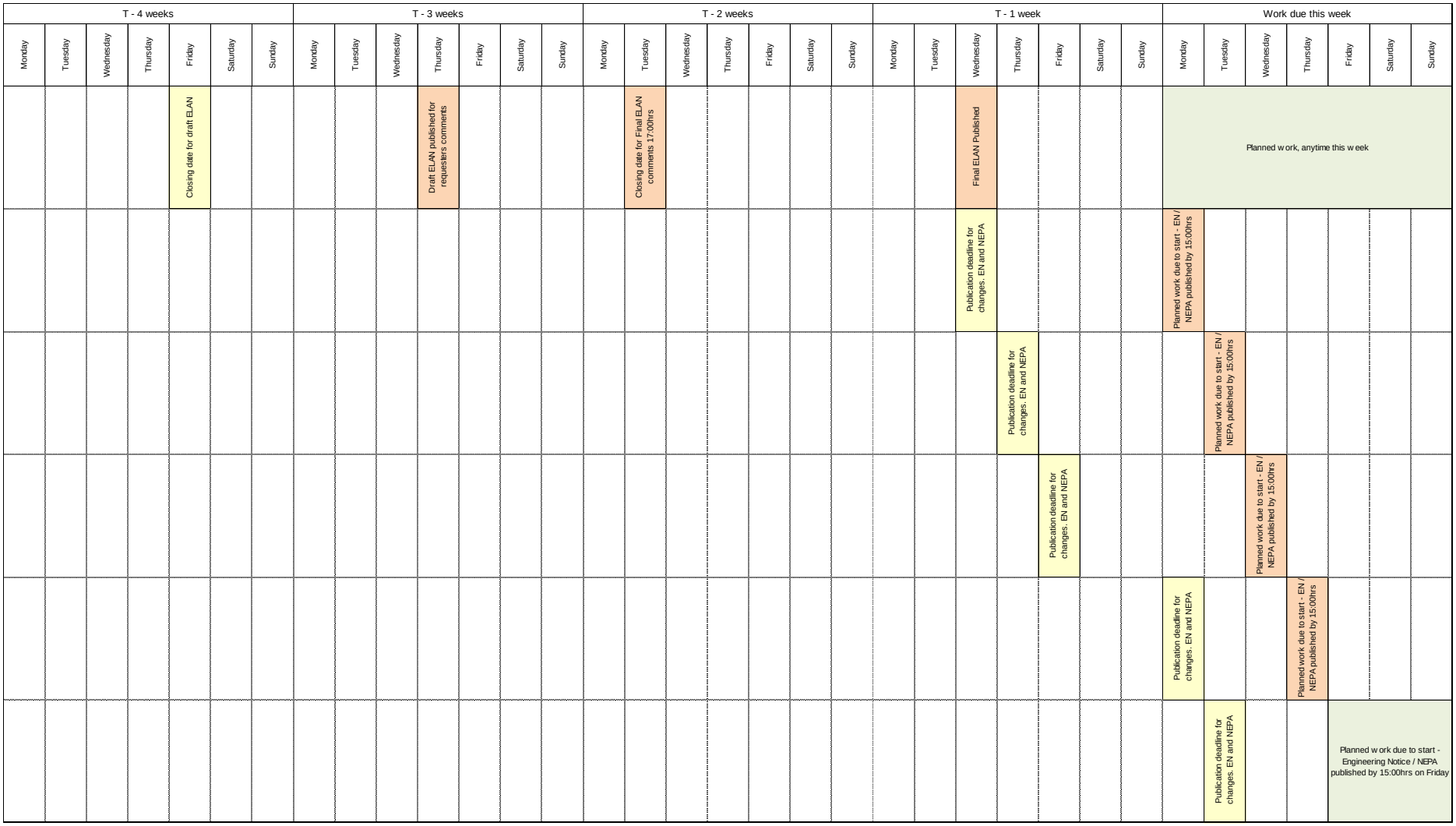
Network Rail Infrastructure

Not withstanding the timescales stated above, where engineering trains or other mechanised vehicles are required and which need to be positioned on Network Rail infrastructure in order to deliver the *works*, a Work Request for the provision of such vehicles shall be submitted to the Access Manager before T-365. The Access Manager will advise the applicable timescales for confirmation of booking following consultant with Network Rail.

DRAFT

© London Underground Limited

Appendix 6 – Indicative timescales for the publication of Engineering Look Ahead Notice and Engineering Notices



Notes
ELAN = Engineering Look Ahead Notice
EN = Engineering Notice
NEPA = Nightly Engineering Protection Arrangements

NB. Timings are likely to change over Public Holidays.

© London Underground Limited

Appendix 7 – Curtailed or Delayed/Curtailed Access Form

London Underground

Frustrated Access (Cancelled / Delayed / Curtailed) Form FAC-001 v1

Directorate:	Upgrade / Asset Group:
Project / Work Title:	Project Id / Work Order / Job Ref:

Line: _____ Unique Ref.: _____

Access Affected: (tick one) Cancelled: ☐ Delayed / Curtailed: ☐

Date: (shift start) Day: ____/____/____ Night: (start) ____- (end) ____/____/____

Access Authority Details: (must be valid)

Booking Ref. (1): ☐☐☐☐☐☐☐☐☐☐ PICER Ref (copy required) _____

Booking Ref. (2): ☐☐☐☐☐☐☐☐☐☐ Access Type: TRACK / STATION / OTHER (Circle as applicable)

All details Mandatory

Access Location (or Code):	Work Location or Code (+ SB/NB/EB/WB):
Station Supervisor Name:	Track Current Sections Booked Out (ref required):
Work to be done (brief details)	

Time Booked on Station:	Time Booked on with TAC:	Call Back Time given by TAC:		TAC Ref. No:
Planned Start time:	Actual Start time:	Planned finish time:	Actual finish time:	Total Shift or Time Lost:

Reporters Details: (mandatory)

Name:	Company	Contact No. Email

LU Accountable Manager Details:

Name:	Directorate / delivery Group	Contact No. Email

Contractors / Sub-Contractors affected: (mandatory)

Contractor	Ops in work Party (no.)	Contractor	Ops in work Party (no.)	Contractor	Ops in work Party (no.)

Cause of Lost Time / Shift (mandatory)

Engineers Train Y/N	Train ref. no.	Was train published in ENLA?	If so, which no?	Was Train published in Eng Notice?	If so, which no?
	Reason for late running (if known)				
Passenger Train Y/N	Train ref. no.	Line	Direction (circle one) SB / NB / EB / WB	Destination	
	Reason for late running (if known)				

Other Contractor	☐	Name
LU Supervisor	☐	Name
Late Book on TAC	☐	Details
Early call back TAC	☐	
Other	☐	

Signature of station supervisor	Was further investigation completed by DOE / DOME? Y / N

This form must be faxed to XXXXX or emailed to XXXX

© London Underground Limited

Appendix 8 – Access Subcategories

Station works			
Access Type	**Booking Description**	**Days**	**Work Type Description**
Self Service Access	Self Service Access	0	For undertaking the majority of everyday access needs, using relevant tools and materials. Not to be used for works that imposes a restrictive or exclusive requirement on other access users.
Non Restrictive/ Exclusive Access	Non Restrictive/ Exclusive Access (non Track)	14	For undertaking everyday access needs, using relevant tools and materials within a defined area
Restrictive Access	Restrictive - Asbestos Site	21	Only issued to specialist Asbestos contractors registered with LU for asbestos works. Access for asbestos works e.g. removal for which no other parties can be present on grounds of safety.
	Restrictive - Bright Lights	21	For where access introduces the use of additional lighting that could potential impact other access users. Rarely applied.
	Restrictive - Closure Area	21	To define an area of a station subject to a Closure (i.e. taken out of service for the purposes of engineering works).
	Restrictive - Movement of Materials	21	For where access necessitates the movement of materials either through a station that may impact on other access users. May include craning over of materials.
	Restrictive - Noisy Works	21	For where access will result in particularly noisy works that may have an impact on other access users.
	Restrictive - Plant / Chemicals in a confined space	21	For where access introduces the use of plant and chemicals in a confined space . Rarely used.
	Restrictive - Power Cessation- Power Outages Possible	21	For where access will introduce a cessation of power that may impact other access users (e.g. need for temporary supplies/portable lighting).
Exclusive Access	Exclusive – Asbestos Exclusion Zone	21	Only issued to specialist Asbestos contractors registered with LU for asbestos works. Access for asbestos works e.g. removal for which no other parties can be present on grounds of safety.

DRAFT

© London Underground Limited

Track			
Booking Description	**Booking Description**	**Booking Description**	**Booking Description**
Self Service Access	Self Service Access	0	For undertaking the majority of everyday access needs, using relevant tools and materials. Not to be used for works that imposes a restrictive or exclusive requirement on other access users.
Non Restrictive/ Exclusive Access	Non Restrictive/ Exclusive Access (Track)	14	For undertaking everyday access needs, using relevant tools and materials within a defined area
Restrictive	Restrictive - Allied Track	56	To define an area of track used in conjunction with, or subject to impact from, another access booking e.g. unloading of materials from a train booked under an Exclusive Specified Area.
	Restrictive - Asbestos Site	56	Only issued to specialist Asbestos contractors registered with LU for asbestos works. Access for asbestos works e.g. removal for which no other parties can be present on grounds of safety.
	Restrictive - Bright Lights	56	For where access introduces the use of additional lighting that could potential impact other access users. Rarely applied.
	Restrictive - Closure Area	56	To define an area of the LU railway subject to a Closure (i.e. taken out of service for the purposes of engineering works).
	Restrictive - Motorised Trolley	56	For the operation of a motorised track trolley on the railway.
	Restrictive - Movement of Materials	56	For where access necessitates the movement of materials either on, over or adjacent to the LU railway that may impact on other access users. May include craning over of materials.
	Restrictive - Noisy Works	56	For where access will result in particularly noisy works that may have an impact on other access users.
	Restrictive - Out-stabled Trains	56	To define an area of the LU railway where a service train is stabled (normally in platforms/sidings). May restrict the type of works that can be performed adjacent to this location.
	Restrictive - Plant / Chemicals in a confined space	56	For where access introduces the use of plant and chemicals in a confined space (e.g. platform inverts). Rarely used.

© London Underground Limited

Track			
Booking Description	**Booking Description**	**Booking Description**	**Booking Description**
Restrictive Cont'd	Restrictive - Power Cessation- Power Outages Possible	56	For where access will introduce a cessation of power (e.g. tunnel lighting, supply points) that may impact other access users (e.g. need for temporary supplies/portable lighting).
	Restrictive - Protection Area	56	To define an area of track used as a protecting or 'buffer' zone. Used in conjunction with another Exclusive booking e.g. Specified Area, Possession.
	Restrictive - Sub Station Works	56	Primarily for the use of LU Power teams requiring access to sub stations supplying power to the LU traction current system.
	Restrictive - Wheels Free Zone	56	For works that require the running rails to be free of electrically conducting plant or equipment e.g. trolleys, trains etc. Usually used for works requiring isolation of the signalling circuits e.g. commissioning.
Exclusive	Exclusive	56	For works necessitating sole access of the LU railway, and not more appropriately catered for under other categories herein. Only used sparingly and for short durations due to its restrictive nature on other works.
	Exclusive - Asbestos Exclusion Zone	56	Only issued to specialist Asbestos contractors registered with LU for asbestos works. Access for asbestos works e.g. removal for which no other parties can be present on grounds of safety.
	Exclusive - Current Rail Resistance Measurements	56	Primarily for the use of LU Power teams requiring controlled current measurements of the traction current delivery system.
	Exclusive - Engineers' Current Area	56	For the running of engineering vehicles on live traction current in accordance with the Rule Book.
	Exclusive - Possession	56	For the exclusive control of access to a given area of the railway. Traction current may be on or off. May involve the use of engineering trains, RRVs etc. As defined in the Rule Book

DRAFT

© London Underground Limited

Track			
Booking Description	**Booking Description**	**Booking Description**	**Booking Description**
	Exclusive - Running on current, moving according to signals	56	For the running of vehicles on live traction current obeying LU signalling systems (e.g. test trains). Often referred to as 'Cancelled Engineering Hours'. As defined in the Rule Book.
Exclusive Cont'd	Exclusive - Specified Area	56	For the running of engineering machines e.g. trains, RRVs on the railway. As defined in the Rule Book
	Exclusive - Traction Current Switching During Eng Hrs	56	For access that requires traction current to be switched on and off intermittently during the engineering hours shift. Primarily used in relation to power supply testing/commissioning etc.

DRAFT

© London Underground Limited

Appendix 9 – Network Rail Interface Locations

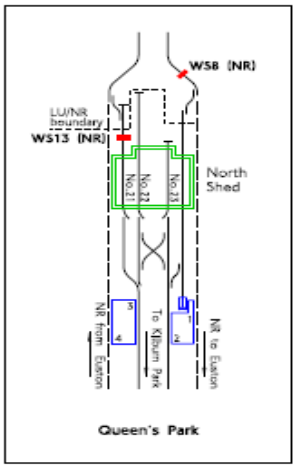
[To check that the Network Rail Interface Locations document included in this template is still current please contact the Access Team by emailing ATP@tfl.gov.uk. Any amended document should be included here and the original template document deleted.]

DRAFT

© London Underground Limited

Bakerloo line

TO3. Harrow & Wealdstone to Kilburn High Road via Queen's Park Track Agreement. LU is Network Rail's customer for track, signalling and traction current. These are shared with LOROL which also has an Agreement with Network Rail.



Station Agreements between Harrow & Wealdstone and Kilburn High Road via Queen's Park. Excluding Willesden Junction LU is the Station Facility Owner.

LU's access to Stonebridge Park is via Network Rail track. There is an end-on track interface between LU and Network Rail track at the depot entrance.

There are end-on track interfaces between LU and Network Rail at the North end of the LU Queen's Park North Shed. LU and Network Rail tracks also run parallel through Queen's Park Station.

The route from Queen's Park to Kilburn High Road station is provided under Track agreement TO3 for reversing the service in emergency only.

Richmond SWT — Network Rail owned station (with SFO, may be other TOC's)
TO3 — Track Agreement
Location of Track Agreement

Created: 30 March 2012

For details of Land and Property boundaries refer to Site Specific Engineering arrangements LNW-B, SE-B and WN-B

Produced by Infrastructure Protection 3rd Floor Albany House • Auto 58756

COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

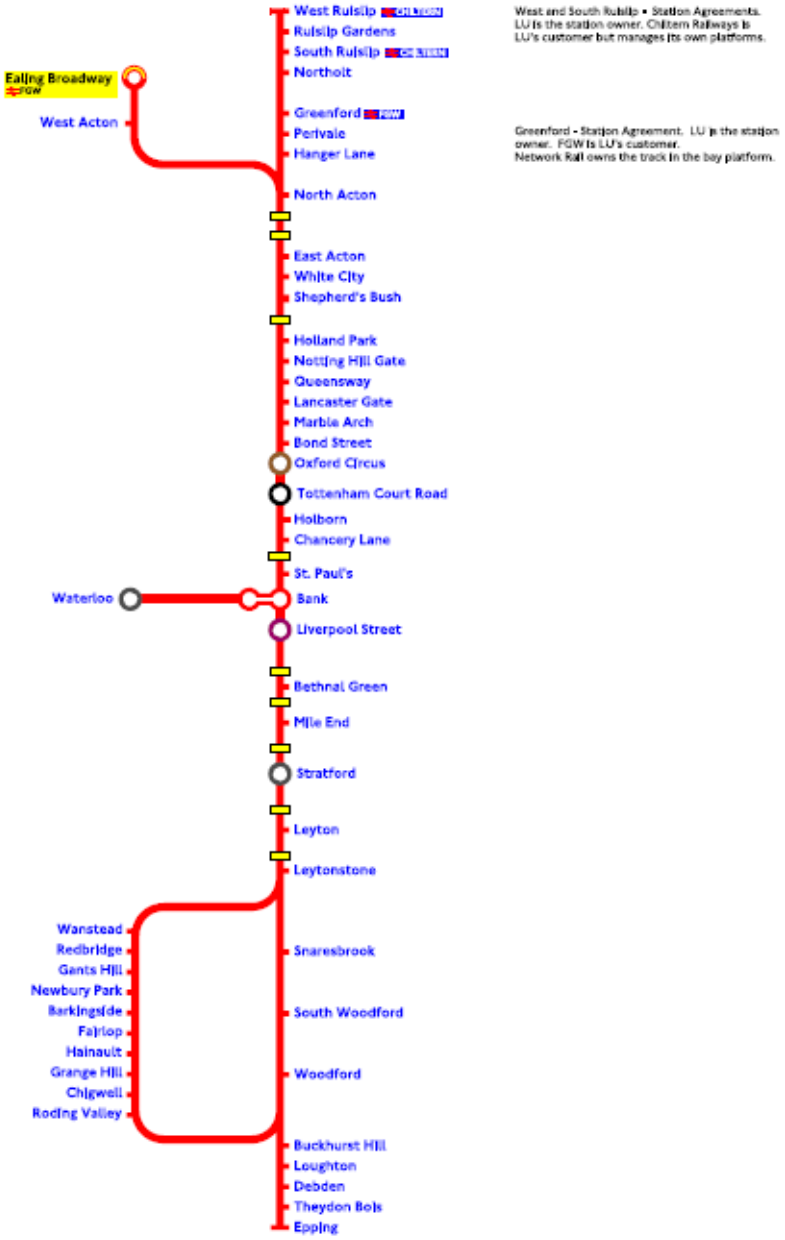
© London Underground Limited

Central line

Ealing Broadway - Station Agreement.
FGW is the Station Facility Owner.
LU is the customer but owns the
Central and District line platforms.

West and South Ruislip - Station Agreements.
LU is the station owner. Chiltern Railways is
LU's customer but manages its own platforms.

Greenford - Station Agreement. LU is the station
owner. FGW is LU's customer.
Network Rail owns the track in the bay platform.



Richmond SWT — Network Rail owned station (with SFO, may be other TOC's)
TOS — Track Agreement
Location of Track Agreement

For details of Land and Property boundaries refer to Site Specific Engineering arrangements GW-C, ML-C and SE-C

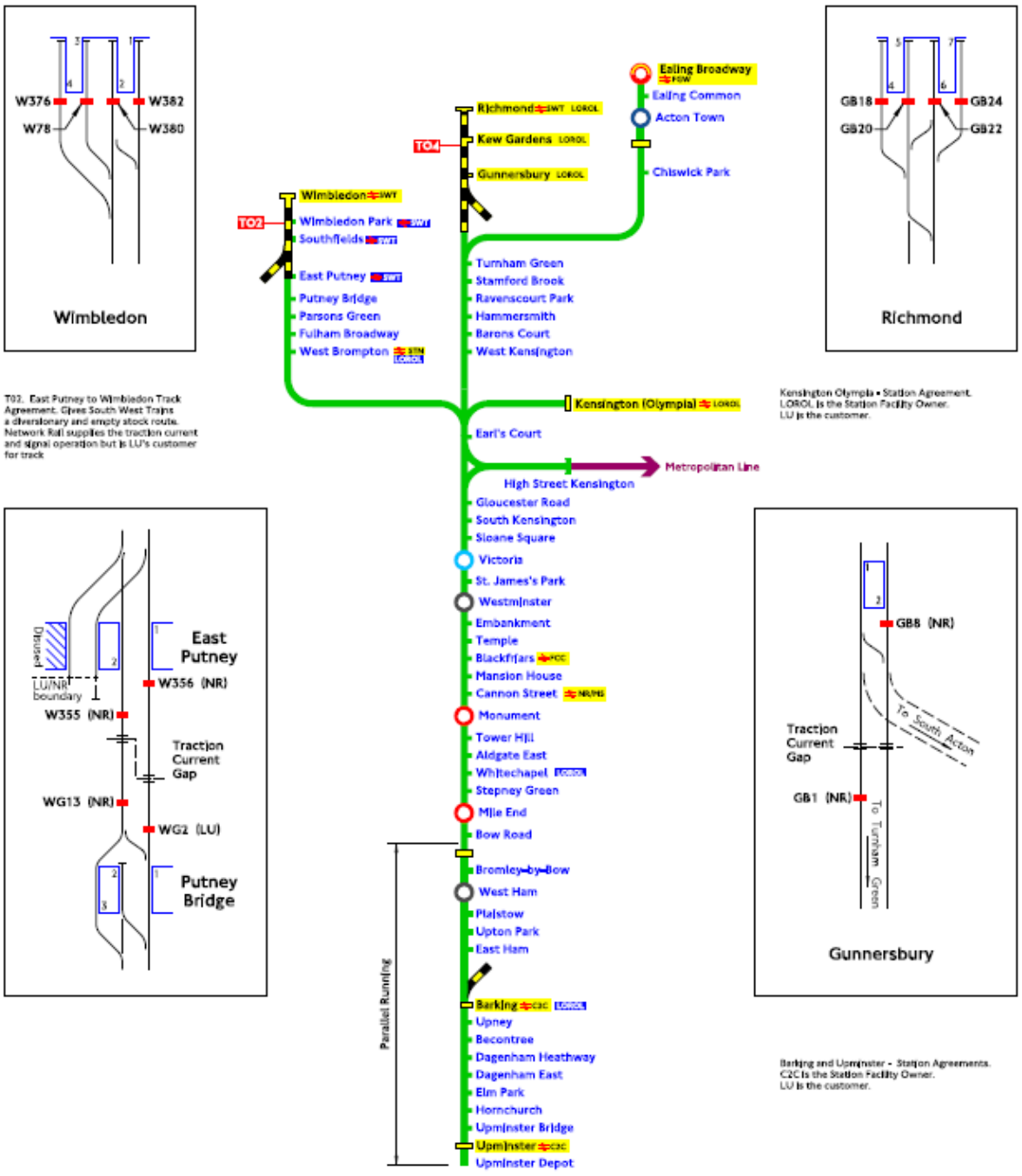
Created: 30 March 2012

Produced by Infrastructure Protection 3rd Floor Albany House • Auto 58756

COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

© London Underground Limited

District line



COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

© London Underground Limited

Jubilee line

Canning Town - Station Agreement. LU is the Station Facility Owner. The Docklands Light Railway's access is covered by a lease but LU provides some station services.

West Ham - Station Agreement. LU is the station facility owner. C2C is the customer but manages its own platforms.

Stratford - Station Agreement. High level platforms and subways - NXEA are the Station Facility Owner. LU (Central line) is the customer, but staff Central line platforms.

Richmond SWT — Network Rail owned station (with SFO, may be other TOC's)

TOS — Track Agreement

Location of Track Agreement

For details of Land and Property boundaries refer to Site Specific Engineering arrangements SE-J and LNW-J

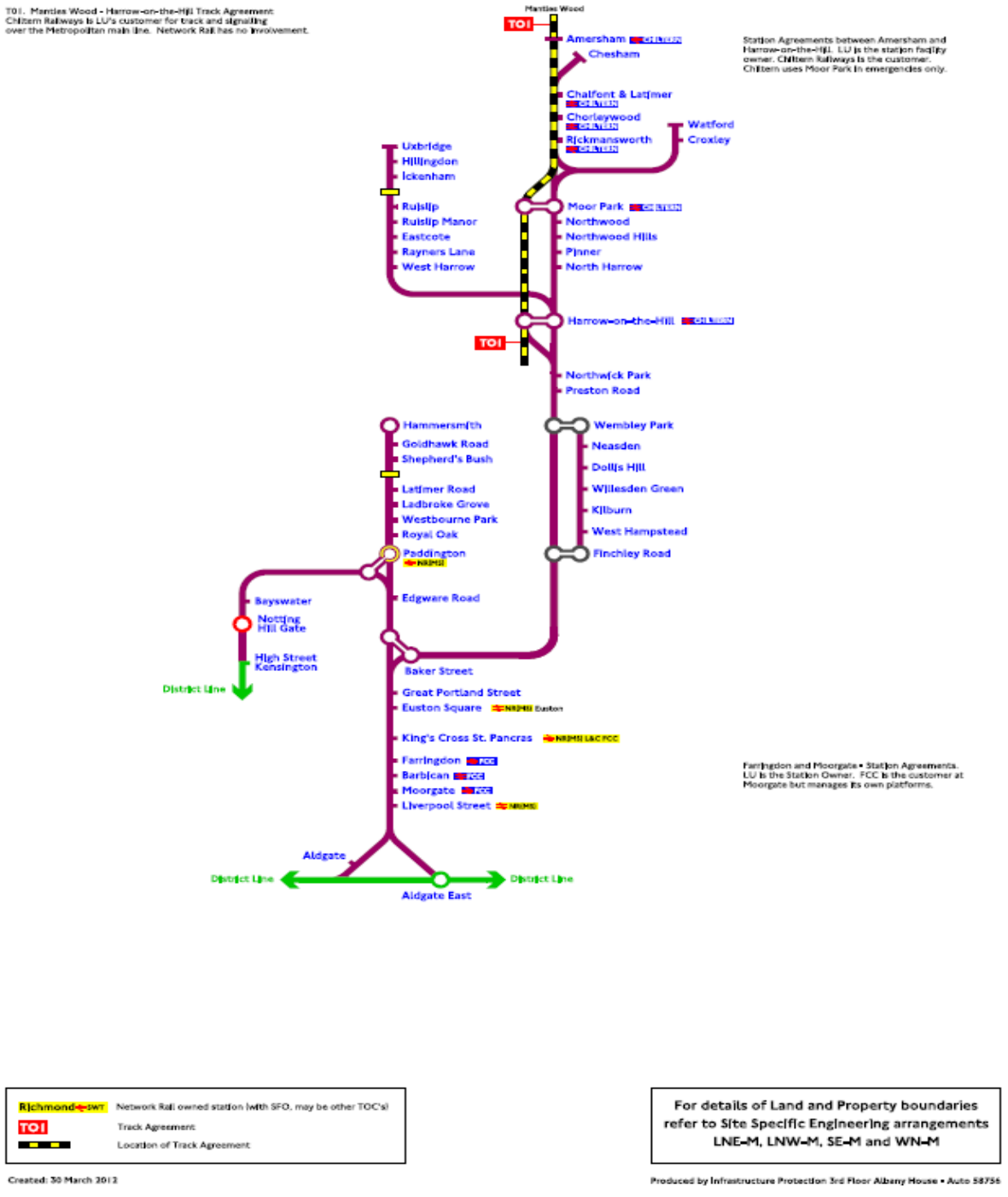
Created: 30 March 2012

Produced by Infrastructure Protection, 3rd Floor, Albany House, Auto: 58756

COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

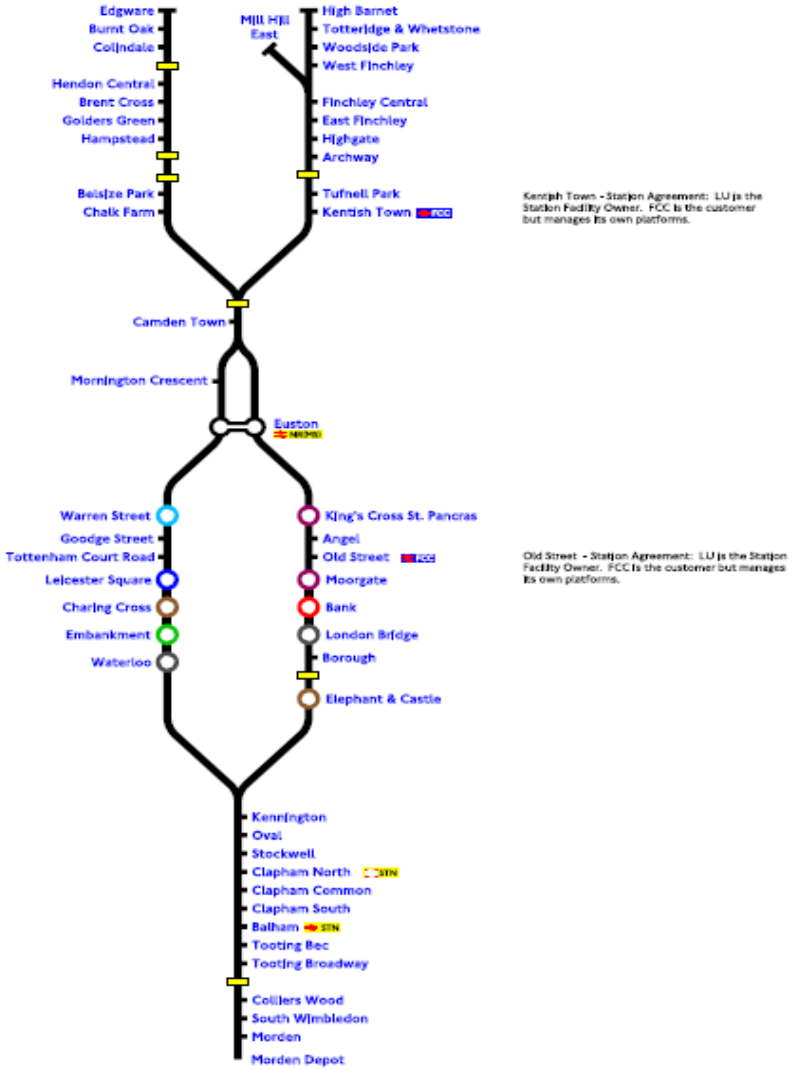
© London Underground Limited

Metropolitan line



© London Underground Limited

Northern line



Richmond SWT — Network Rail owned station (with SFO, may be other TOC's)
TOS — Track Agreement
Location of Track Agreement

For details of Land and Property boundaries refer to Site Specific Engineering arrangements LNE-N, LNW-N and SE-N

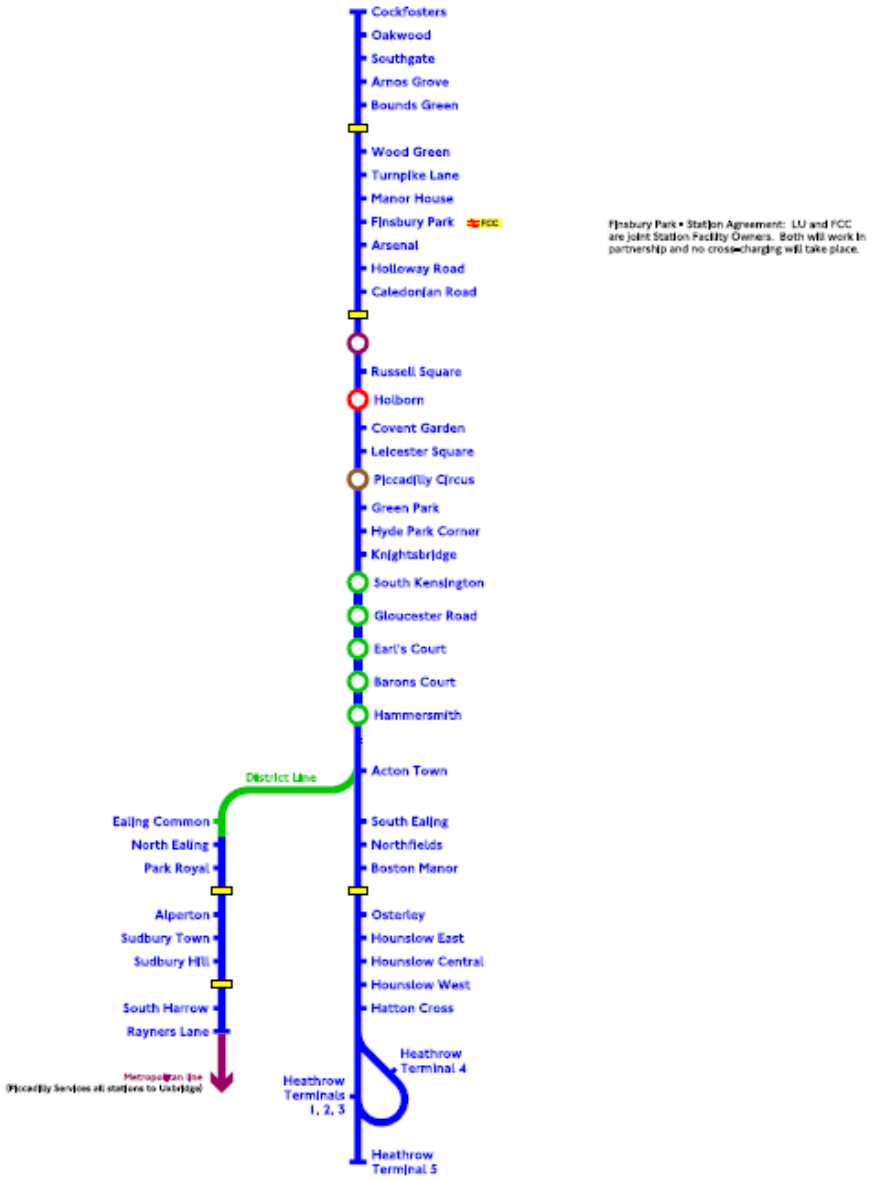
Created: 30 March 2012

Produced by Infrastructure Protection 3rd Floor Albany House • Auto 58756

COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

© London Underground Limited

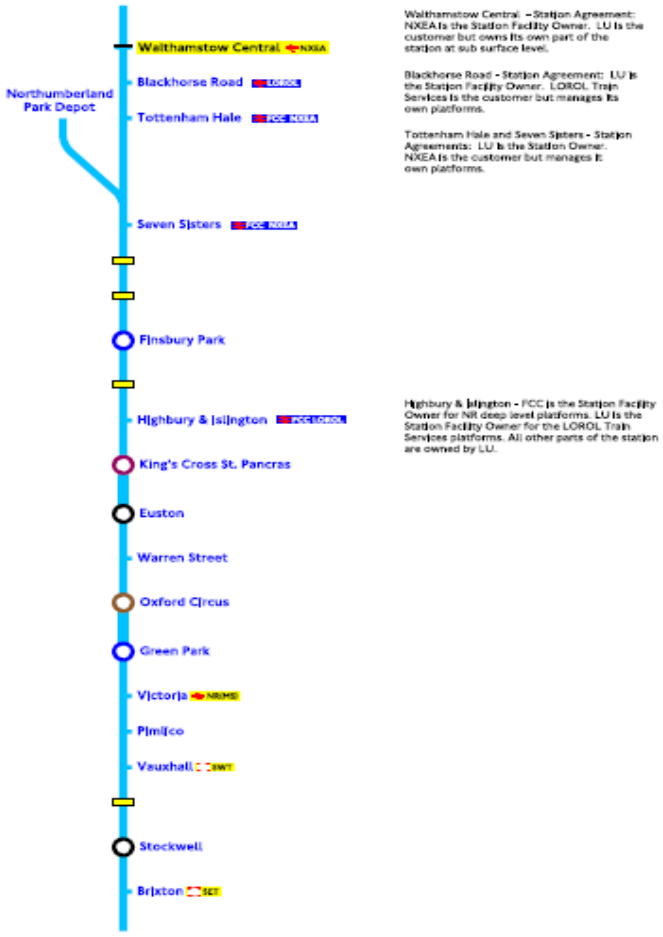
Piccadilly line



COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

© London Underground Limited

Victoria line



Richmond SWT — Network Rail owned station (with SFO, may be other TOC's)
TOS — Track Agreement
Location of Track Agreement

For details of Land and Property boundaries refer to Site Specific Engineering arrangements LNE-V, LNW-V and SE-V

Created: 30 March 2012

Produced by Infrastructure Protection 3rd Floor Albany House • Auto 58756

COMPILERS TO DOWNLOAD CURRENT TEMPLATE FROM ONELINK COMMERCIAL

© London Underground Limited

Appendix 10 – Charges for the Company's Engineers Trains[10]

Standard charges for prevailing in financial year 1st April 2018 to 31st March 2019

Class/ Code	Description	Standard 2015/15 Charge
A	Class A Non-coupling Train	£6,300
B	Class B Long Welded Rail Train	£14,200
C	Class C Uncoupling train with loading gang	£11,600
D	Class D Uncoupling train without loading gang	£8,700
E	Class E Ballasted Track Replacement including T3 (price for weekend)	£229,000
H	DISAB (Ballast Sucker) 8 hour shift	£10,800
L	Technical and Operational Support (8 hour) per person	£580
LG	Loading gang 8hr shift (up to 5 operatives)	£2,900
M	Technical and Operational Support per hour per person	£71
P	Crane, Roll Loader, Track Relaying Machine	£3,000
T1	Plain Line/ P&C Tamper 8hr shift	£8,300
T2	Plain Line/ P&C Tamper 12hr shift	£11,400
T3	Plain Line/ P&C Tamper 8hr shift in train formation	£12,800
T4	Plain Line/ P&C Tamper 12hr shift in train formation	£15,200

[10] The table of charges should be updated to reflect those which will be current at the start of the Contract. Where a contract extends over a number of financial years a mechanism for uplifting the charge rates should be stated. If engineering vehicles are not required for the *works* then the table may be deleted and replaced with the words 'Not Used'

© London Underground Limited