

RAILWAY SAFETY REGULATIONS 1999

EXEMPTIONS TO REGULATION 3(1)

(TRAIN PROTECTION)

**FOR LUL-CONTROLLED
INFRASTRUCTURE**

RAILWAY SAFETY REGULATIONS 1999 EXEMPTION APPLICATION

Movement of an engineer's train to its worksite, in traffic hours, on the Victoria Line

In accordance with Regulation 6 of the Railway Safety Regulations 1999, London Underground wishes to apply for an exemption from the requirements of Regulation 3(1) to enable an engineer's train to move to its worksite on the Victoria Line, in traffic hours, once all passenger trains have been stabled.

Engineer's trains are not fitted with automatic train protection for operation on the Victoria Line, but to enable them to carry out work, HMRI granted an exemption to Regulation 3(1) in May 2001 which enables them to travel on the Victoria Line once full possession of the Line has been taken. Practice has shown that this is a safe operation but to take and hand back a Line possession takes 30 – 45 minutes for each operation, considerably reducing available engineering hours. The extent of work now required to maintain and improve the Victoria Line infrastructure has resulted in a review of existing arrangements to improve the duration of engineer's hours under an ALARP situation.

The proposal entails:

- Only moving an engineers train to and from its worksite on the Victoria Line, once all passenger trains have been stabled, with confirmation made between the Line Controller and Senior Signal Operator of this status.
- Moving the engineers trains under traction current, thus defined as traffic hours.
- Moving the engineers train to and from its worksite under signalled moves, under the control of the Senior Signal Operator.
- Having two fully qualified engineers train operators in the train cab.
- Taking possession of the worksite once the train has arrived at its defined working area.

The change to existing arrangements presented by this proposal is the cessation of application of full Line protection arrangements, e.g. detonators, red lamps, signals maintained at danger, before the engineers train is permitted to travel on the Victoria Line. However, the existing arrangements already require all passenger trains to be stabled before Line protection is applied, therefore the low risk of train collision has not changed.

The mitigation of collision risk whilst the engineer's train travels on the Victoria Line to its work site is made by the engineer's train being under the control of the Senior Signal Controller, signalled moves and a second person in the engineer's train cab.

The risk of collision/derailment, due to driver incapacitation, loss of communication with the Senior Signal Operator, over-speeding, have also been assessed as low due to the controls of a second person in the cab, availability of portable radio, facility to put all signals at danger, facility to immediately discharge traction current and the low speed of the engineers train.

A description of the arrangements and responsibilities for this operation is presented in an Operational Safety Plan. This is supported by detailed risk assessments based upon those in the accepted TransPlant Safety Case and reviewed for this operation. All arrangements are described in the Case for Safety.

The Operational Safety Plan will be briefed to those involved in the arrangements. Recognised publication and notice facilities will be utilised whenever these arrangements are to be implemented.