

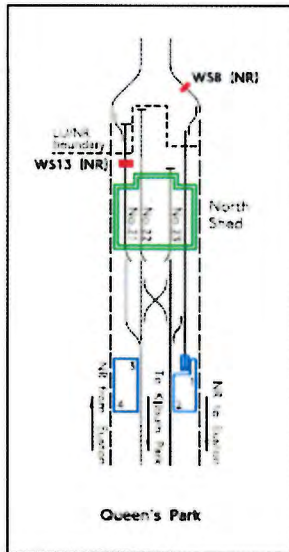
Track			
Booking Description	Booking Description	Booking Description	Booking Description
	Restrictive - Plant / Chemicals in a confined space	56	For where access introduces the use of plant and chemicals in a confined space (e.g. platform inverts). Rarely used.
	Restrictive - Power Cessation- Power Outages 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	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 LUL 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 LUL Rule Book.

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 LUL Rule Book.
	Exclusive - Specified Area	56	For the running of engineering machines e.g. trains, RRVs on the railway. As defined in the LUL 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.

Appendix 5: Network Rail Interface Locations

Bakerloo line

T03: Harrow & Wealdstone to Kiburn 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 Kiburn High Road via Queen's Park. Excluding Willesden Junction LU in 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 Kiburn High Road station is provided under Track Agreement T03 for reversing the service in emergency only.

Richmond	Network Rail owned station with SFO may be other TOC's
T03	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 58758

Central line

Faling Broadway - Station Agreement
POW to the Station and by Owner
LUL is the customer but owns the
Central and District line platforms



West and South Ruislip - Station Agreement
LUL is the station owner, Children Railways is
LUL's customer but manages its own platforms

Greenford - Station Agreement - LUL is the station
owner, POW is LUL's customer
Network Rail owns the track to the bay platform

Richmond

down

TO3

Track Agreement

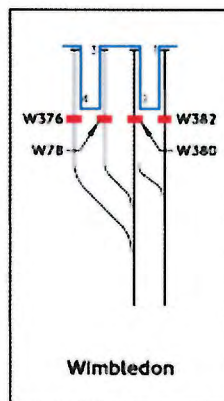
Location of Track Agreement

Created: 30 March 2013

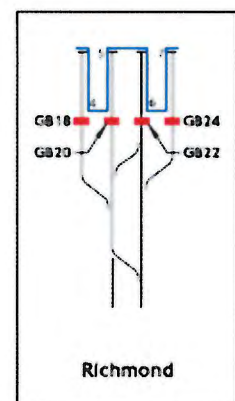
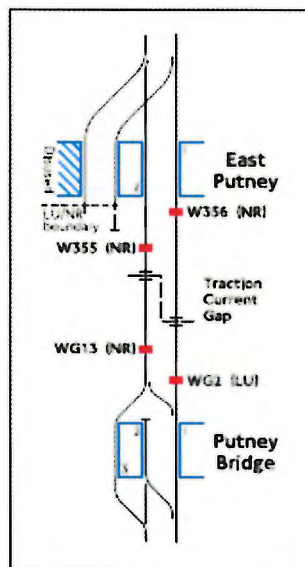
For details of Land and Property boundaries
refer to Site Specific Engineering arrangements
GW-C, ML-C and SE-C

Produced by Infrastructure Protection 3rd Floor Albany House • Aulis 10750

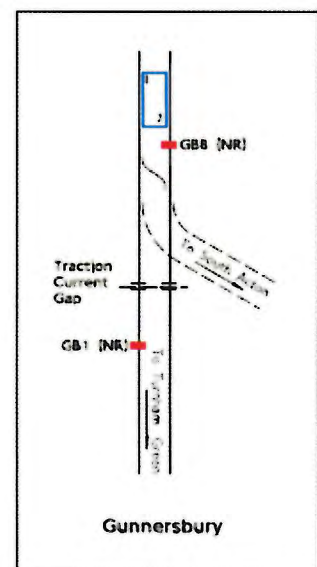
District line



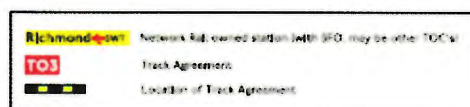
TO2: East Putney to Wimbledon Track Agreement. Open South-West Right of Way and empty stock route. Network Rail supplies the traction current and signal operation but LU's customer for track.



Kensington Olympia Station Agreement. LOROL is the Station Facility Owner. LU is the customer.



Barking and Upminster Station Agreements. C2C is the Station Facility Owner. LU is the customer.



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

Created: 28 March 2012

Produced by Infrastructure Protection 3rd Floor Albany House • Auto 58758

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. CTC is the customer but manages its own platforms.

Stratford - Station Agreement. High level platforms and subways - NCKA are the Station Facility Owner. LU Controls the customer, but staff Control the platforms.

Richmond - Network Rail owned station (40% SPD, only for other TOC's)
TO3 - Track Agreement
 Location of Track Agreement

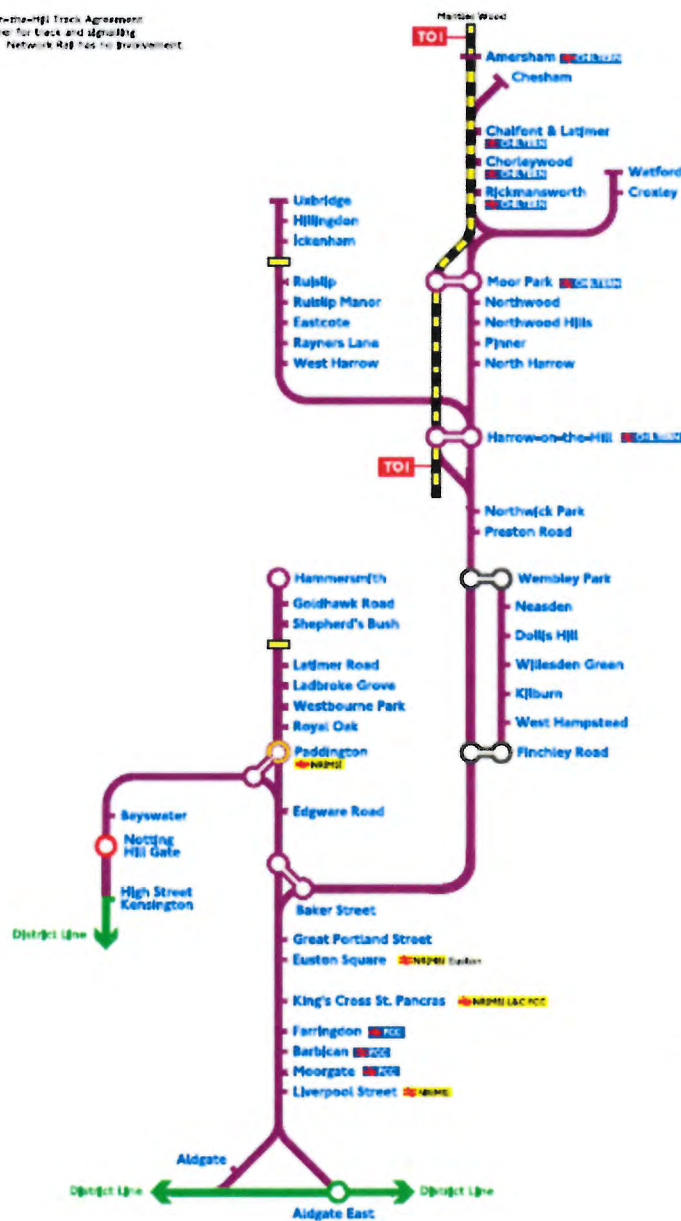
Created: 30 March 2012

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

Produced by Infrastructure Protection, 5th Floor, Albion House - Auto 58756

Metropolitan line

TOI - Mares Wood - Harrow-on-the-Hill Track Agreement
 CMLR Railways is LU's customer for track and signalling
 over the Metropolitan main line. Network Rail has no involvement



Station Agreements between Amersham and Harrow-on-the-Hill TOI is the station facility owner. CMLR Railways is the customer. CMLR uses Moor Park in emergencies only.

Farringdon and Moorgate - Station Agreements. LU is the Station Owner. FCC is the customer at Moorgate but manages its own platforms.

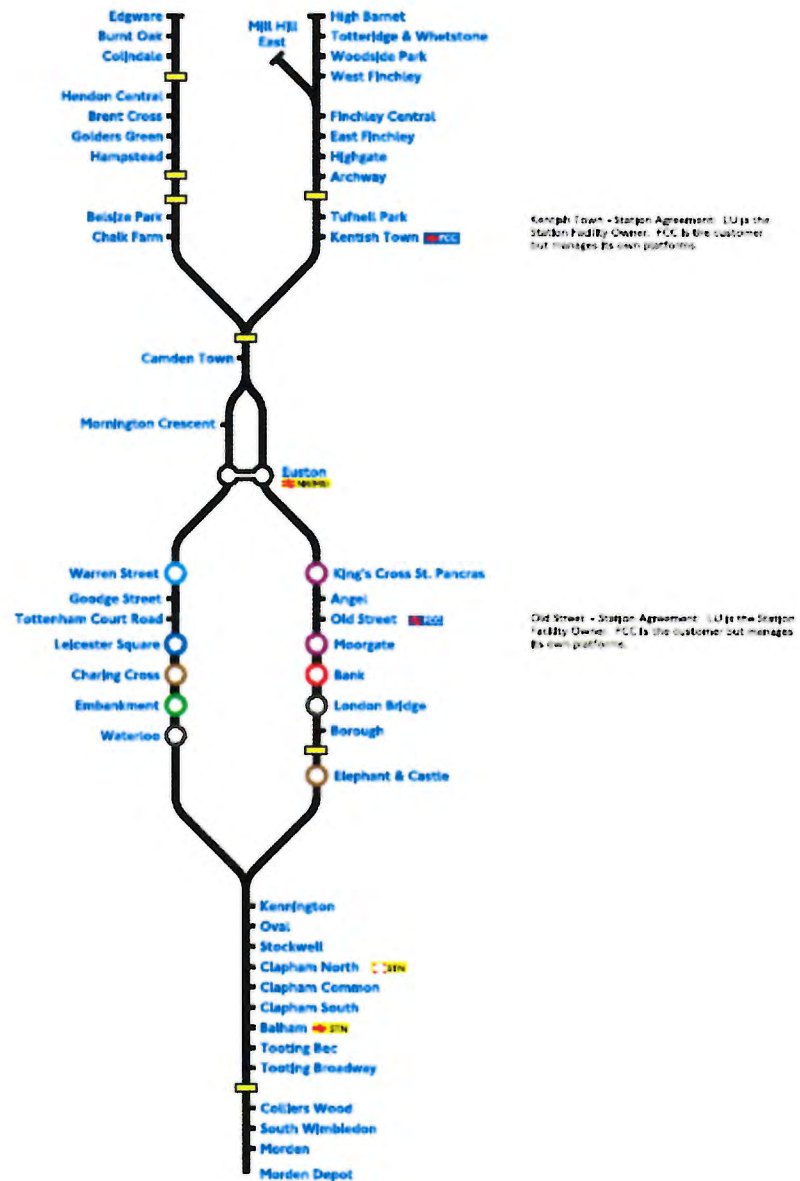
Richmond	Network Rail owned station with SFO, may be other TOC's
TOI	Track Agreement
Richmond	Location of Track Agreement

Created: 30 March 2013

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

Produced by Infrastructure Protection 3rd Floor Albany House • Aulis 56755

Northern line



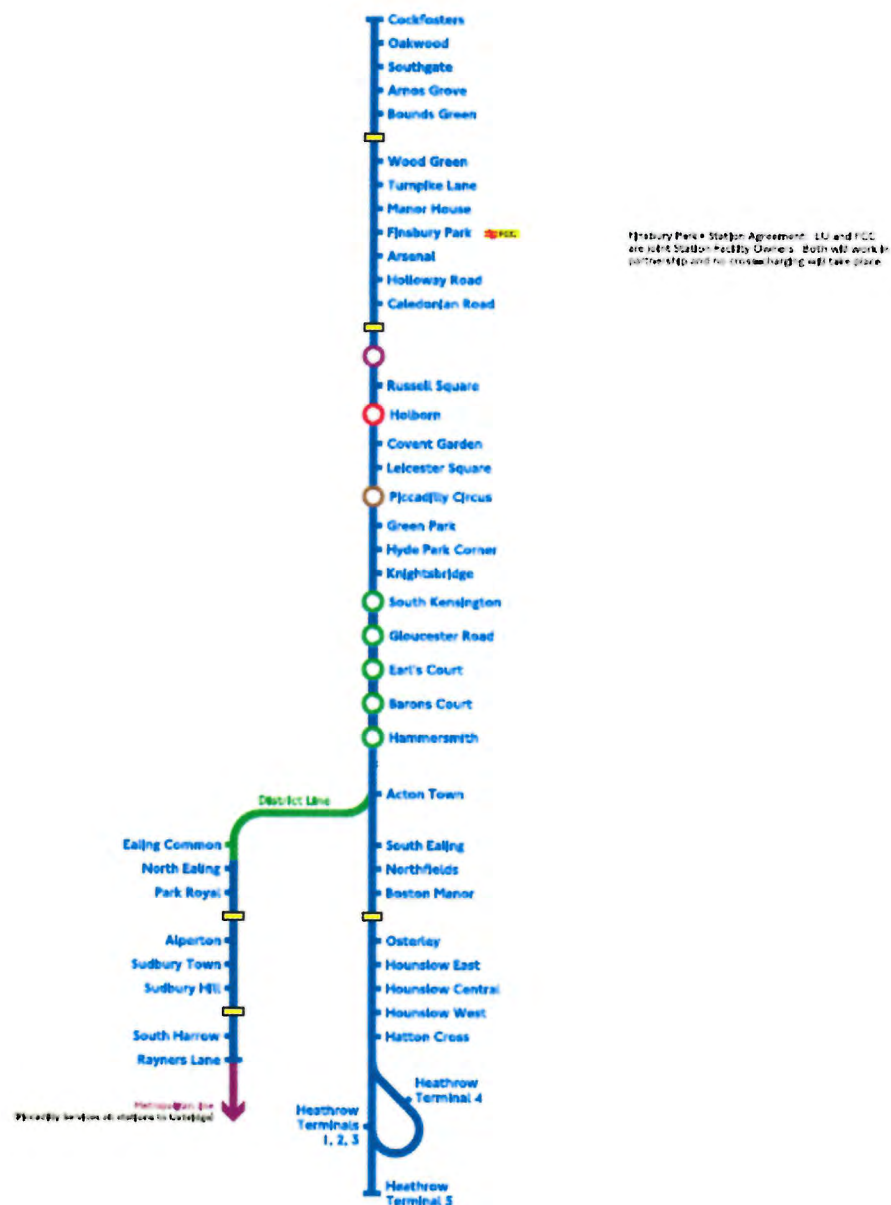
Richmond (TOS): Network Rail owned station (with SFO, may be other TOS)
TOS: Track Agreement
TA: Location of Track Agreement

Created: 30 March 2013

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

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

Piccadilly line



Network Rail owned stations (with SFO, may be other TOCs)

Track Agreements

Location of Track Agreement

Created: 30 March 2012

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

Produced by Infrastructure Protection Site Moor Albany House - Auto 5875b

Victoria line



Walthamstow Central - Station Agreement: NKEA is the Station Facility Owner. LU is the customer but owns its own part of the station at sub-surface level.

Blackhorse Road - Station Agreement: LU is the Station Facility Owner. LOROL Traps Services is the customer but manages its own platforms.

Tottenham Hale and Seven Sisters - Station Agreement: LU is the Station Owner. NKEA is the customer but manages its own platforms.

Highbury & Islington - FCO is the Station Facility Owner for all deep level platforms. LU is the Station Facility Owner for the LOROL Traps Services platforms. All other parts of the station are owned by LU.

Network Rail owned station (with SFO may be other TOCs)

Track Agreement

Location of Track Agreement

Created: 30 March 2012

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

Produced by Infrastructure Protection Site Model Albany House • Auto 58756

Appendix 6: Cancelled 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): <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"></table>			PICER Ref (copy required) _____		
Booking Ref. (2): <table border="1" style="display: inline-table; width: 100px; height: 20px; vertical-align: middle;"></table>			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:	
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.)	
Cause of Lost Time / Shift (mandatory)					
Engineers Train		Train ref. no.		Was train published in ENLA?	
Y/N				If so, which no?	
				Was Train published in Eng Notice?	
				If so, which no?	
Passenger Train		Train ref. no.		Line	
Y/N				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 XXXXXX or emailed to XXXX

SCHEDULE 6: CONTRACT VARIATION PROCEDURE

1. The cost of any Variation Order shall be agreed between the Parties taking account of the reasons why the Variation Order was required.
2. The Company may propose a variation by completing Part A of the Variation Proposal and supplying three (3) copies of it to the Supplier. Within five (5) Working Days of receipt, or such other time as may be agreed by the Company, the Supplier shall complete Part B of the Variation Proposal and shall supply two (2) copies of the Variation Proposal to the Company. The Company shall be entitled, at any time within twenty (20) Working Days of receipt, to instruct and authorise the Supplier to proceed with the variation on the terms so set out by each Party by completing and signing Part C of one (1) copy of the Variation Proposal (which, following such signature, will be referred to as a "Variation Order") and supplying such Variation Order to the Supplier. The relevant part(s) of this Contract shall thereupon be varied accordingly.
3. The Supplier may propose a variation, after requesting the issue by the Company of a Variation Proposal variation number, by completing Parts A and B of a Variation Proposal and supplying two (2) copies of it to the Company. The Company shall be entitled, at any time within twenty (20) Working Days of receipt, to instruct the Supplier to proceed with the variation on the terms so set out by the Supplier by completing and signing Part C of one (1) copy of the Variation Proposal (which, following such signature, will be referred to as a "Variation Order") and supplying such Variation Order to the Supplier. The relevant part(s) of this Contract shall thereupon be varied accordingly.
4. The Supplier may indicate in a Variation Proposal that the price is an estimated price but, if it does so, it shall supply a firm price to the Company in writing at least five (5) Working Days before the expiry of the time within which the Company is entitled to instruct the Supplier to proceed with the variation.
5. The price indicated by the Supplier must be the full price and shall cover all costs associated with the variation. If appropriate a range of prices may be shown corresponding to the extent of the Services to be carried out.
6. In an emergency, both Parties shall use their reasonable endeavours to expedite the actions permitted or required under the Contract Variation Procedure.
7. The Company will not accept any retrospective claims for additional work caused by a variation which has not been approved by the Company in accordance with the Contract Variation Procedure before the commencement of such additional work.
8. All authorised additional work resulting from any Variation Proposal shall be priced in accordance with any applicable rates set out in Schedule 2.

9. The Supplier shall at all times act reasonably and shall price each Variation Proposal at the least possible additional cost to the Company that it is reasonably and economically practicable for the Supplier to offer and which has the least possible impact on the terms of this Contract, including but not limited to, the Specification and the Programme.
10. Strict adherence to the procedure described in this Schedule 6 shall be a condition precedent to any addition to the Service Payment for the Services. If the Supplier does not adhere to each paragraph in this Schedule 6 then the Supplier shall not be entitled to any addition to the Service Payment notwithstanding that the Supplier may have supplied additional or varied Services.
11. Subject to paragraph 12 below, the Supplier shall not implement any variation until it has been duly authorised by the Company's Representative by the issue of Part C of the Variation Proposal.
12. In cases where the Company requires a variation to be implemented by the Supplier, whether at the suggestion of the Supplier or not, as soon as possible before the effect on the Service Payment is established, the Company's Representative shall complete Part A of the Variation Proposal which will be authorised by the Company's Representative and send two (2) copies to the Supplier. The Supplier shall take the same action as detailed in paragraph 2 above in respect of the completion and return of the Variation Proposal but shall immediately proceed to implement such Variation and the consequences of such Variation for the Service Payment shall either be agreed with the Supplier or, in the absence of such agreement, shall be determined by the Company's Representative in accordance with paragraph 13 below. In either case, the Company's Representative shall notify the agreement reached or determination made by notification of a Variation Order.
13. In the absence of agreement the valuation of Variations ordered by the Company's Representative shall be determined by the Company's Representative in accordance with the following principles:
 - 13.1 to the extent that the effect of the Variation includes activities which are similar to those stated in the Schedule of Rates (Appendix 1 of Schedule 2) then so far as is possible the effect of the Variation is assessed using the rates and prices for those activities in the Schedule of Rates (and such rates and prices are deemed to be inclusive of all overheads and profit);
 - 13.2 in all other cases the change to the Service Payment in respect of the Variation is based upon a fair valuation (and such assessment is deemed to be inclusive of all overheads and profit); and
 - 13.3 in valuing any Variation under this paragraph 13, the Company's Representative shall make due allowance for any cost savings which the Supplier may make in carrying out the varied work resulting from any Variation.

APPENDIX 1 : FORM OF VARIATION PROPOSAL/VARIATION ORDER

To:	From:
------------	--------------

Contract Reference:
Variation Number:
Variation Title:

PART A (TO BE COMPLETED BY THE ORIGINATOR OF THE VARIATION ORDER)

Description of change:

Reason for changes and impact (if any) on Contract:

Variation Proposal Authorised by:

Proposal Date:

PART B (TO BE COMPLETED BY THE SUPPLIER)

Price Breakdown

Note: If a further breakdown
is needed please append
details as a separate sheet.

Expected Delivery Date:

Supplier's Representative:

Print Name:

Signature:

Date:

Completed document to be returned to the Company's Representative

PART C (TO BE COMPLETED BY THE COMPANY'S REPRESENTATIVE)

Comment on Parts A and B:

Variation Authorisation

Company's Representative:

Print Name:

Signature:

Date:

SCHEDULE 7: QUENSH

F0780 A18 Contract Menu

This Contract Menu must be used in conjunction with
Category 1 Standard [S1552](#) "Contract QUENSH Conditions"

Contract Menu

Contract No:	TfL - 00466
Contract Name	<u>For the supply of structural maintenance and related services across TfL – Lot 2 Drainage</u>
Client:	MIS - Drainage
Supplier:	Lanes Group PLC

Principal Contractor: Yes ☒ No ☐

Guidance

The menu is a tool which is used by the Client to identify conditions that apply to specific contracts and communicate these conditions to the Supplier.

How to complete the menu

- 1) The Client evaluates the scope of work and enters 'Y' or 'N' in the 'Identified by the Client' column of the menu against each condition selected as applicable or not applicable to the Contract. In the 'Other documents / comments' column the Client can make references to other documents which are supplementary information which is available although not contained within the QUENSH manual but should be considered by the Supplier when they review the conditions. Copies of any additional documents identified in the menu shall be made available to the Supplier. All documents referenced in the Menu shall be current issue, unless otherwise advised. This column can also be used to communicate information (comments) to the Supplier which may be of use to the Supplier when reviewing the conditions.
- 2) The Client fills in 'Client menu (Invitation to Tender)' section on the last page of the menu and issues the menu as part of the ITT.
 - a) The Supplier receives the ITT, evaluates the scope of work and, as a requirement of the tendering process, inserts 'Y' or 'N' in the 'Identified by the Supplier' column of the menu against each condition selected as being applicable. These selections may be different from those identified by the Client. Where the Supplier's selection differs from the Client's selection, a clear explanation of the reason for these differences shall be given by the Supplier. A reference to these explanations shall be put in the 'Reference to explanation' column on the menu.
 - b) The Supplier representative signs and dates the 'Supplier menu (Tender)' on the last page of the menu and submits it with the tender, for consideration by the Client.
 - c) Differences in the Client and Supplier menu selections will be discussed and resolved with the Client at subsequent tender review meetings. The agreed final version of the menu selections shall form a mandatory part of the Contract and shall be complied with by all Suppliers and their sub-contractors.
 - d) The menu shall be subject to project version and document control.

Queries on the menu

Any queries in relation to the Contract QUENSH Conditions selected on the menu are to be referred to the Client representative, see contact details/address on last page of the menu.

Contract menu

Requirements in QUENSH

Applicable requirements identified by Client				Applicable requirements identified by Supplier	
Section	Topic	Other documents / Comments	Y / N	Y / N	Reference to explanation - see Section 2a in attached Guidance Notes
4	Agreement of the applicable QUENSH contract conditions				
5	Supplier's selection of sub-contractors		Y	Y	
6	Identification of Safety Critical Activities		Y	Y	
7	Works Environmental Management		Y	Y	
8	Emergency Plan		Y	Y	
9	Method Statements		Y	Y	
10	Health, Safety and Environment File		Y	Y	
11	Pre-start LU health, safety and environment meeting		Y	Y	
12	Supplier's site induction		Y	Y	
13	Site Person in Charge		Y	Y	
14	Staff requirements		Y	Y	
14.1	Behaviours		Y	Y	
14.1.1	Alcohol and drugs		Y	Y	
14.2	Control of hours worked		Y	Y	
14.2.1	Working Time Regulations		Y	Y	
14.2.2	Fatigue		Y	Y	
14.3	Knowledge		Y	Y	
14.3.1	English language		Y	Y	
14.3.2	Access Card and Worksite Briefing		Y	Y	
14.3.3	Visitors to sites		Y	Y	
14.4	General competence		Y	Y	
14.4.1	Evidencing competence of safety critical staff		Y	Y	
14.4.2	Identification of safety critical staff		Y	Y	
14.4.3	Competent external safety critical personnel		Y	Y	

Printed copies of this document are uncontrolled.

Page 5 of 12

Use in conjunction with [S1552](#)

Applicable requirements identified by Client				Applicable requirements identified by Supplier	
Section	Topic	Other documents / Comments	Y / N	Y / N	Reference to explanation - see Section 2a in attached Guidance Notes
14.4.4	Training		Y	Y	
14.4.5	Asset specific competence		Y	Y	
14.5	Medical requirements		Y	Y	
14.6	Identification of Suppliers staff		Y	Y	
14.7	Clothing		Y	Y	
15	Permits and licences		Y	Y	
15.1	LU specific permits and licences		Y	Y	
15.2	Permits, licences and certificates for Supplier's staff		Y	Y	
16	The Principles of Access		Y	Y	
16.1	Introduction		Y	Y	
16.2	Access to Stations		Y	Y	
16.3	Access to Track		Y	Y	
16.4	Access to depots		Y	N	
17	Applying for Planned Access		Y	Y	
17.1	Introduction		Y	Y	
18	Applying for General Access		Y	Y	
18.1	Constraints that apply to Generic Access		Y	Y	
19	Access for fault repair		Y	Y	
20	Operational Assurance		Y	Y	
21	Closures and possessions		Y	Y	
21.1	Requirements for closures		Y	Y	
21.2	Requirements for possessions		Y	Y	
22	Controls at point of access		Y	Y	
22.1	Publication of works		Y	Y	
22.2	Checks at point of access		Y	Y	
22.3	Signing-on with the Station Supervisor		Y	Y	
22.4	Track specific requirements		Y	Y	
22.4.1	Person providing protection		Y	Y	

Printed copies of this document are uncontrolled.

Page 6 of 12

Use in conjunction with [S1552](#)