

- a Sentinel smartcard endorsed with the Industry Common Induction (ICI) competence plus the LU ICI endorsement

(in each case a “Smartcard”)

in order to access the Sites and carry out works on London Underground operational infrastructure.

- 4.3 The Supplier shall register to become a Sentinel Sponsor (as such term is defined in RISQs) 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](http://www.achilles.com/en/?option=com_content&view=article&id=285).

- 4.4 The Supplier will and will procure that any 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>

- 4.5 The Smartcard is specific to an individual and is not transferable.

- 4.6 The Supplier shall procure that the Supplier Personnel carry their Smartcard at all times when working on operational Underground Network property and present their Smartcard to any authorised representative of TfL 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 the Site or London Underground property. A Smartcard is not required when working solely on non-operational Underground Network property.

- 4.7 The Smartcard does not entitle the Supplier Personnel to any benefits other than permitting access to the Site or London Underground operational infrastructure for the purpose of carrying out the Services during the agreed hours of work. The LUCAS Smartcard remains the property of the Company and is required to be returned immediately upon request.

- 4.8 Details or required courses and medicals are detailed in QUENSH.

- 4.9 Exceptions to the Smartcard process

For certain exceptional access circumstances it may not always be practical or cost effective to enrol the Supplier, the Supplier Personnel or Others on to the Sentinel Scheme. In such a case, the Company shall issue a temporary LUA-LU paper certificate.

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

- specialised contractors requiring limited access; and
- survey work requiring limited access.

If the Company’s Representative decides to permit exceptional access to [the Site] or any working areas, the Supplier must obtain the Company’s Representative’s written acceptance regarding the personnel and work activities prior to commencement on Site.

4.10 The Supplier acknowledges that any person attempting to gain access to the Site or working areas who is not in possession of a valid LUCAS or Sentinel Smartcard shall be treated as a visitor. All visitors, except for authorised collection or delivery drivers, must be escorted or supervised at all times by an authorised member of staff whilst on Site.

The Supplier shall maintain a register of all visitors including:

- name;
- employer;
- nature of business / persons being visited;
- time in;
- time out; and
- supervisor/escort name including signature.

The Supplier shall provide a health and safety Site briefing to each visitor and shall procure that such visitor shall sign a form to confirm that they have received the briefing and understand the Site rules and their respective responsibilities as a visitor.

The Supplier shall issue the visitor with a temporary pass that is valid for a maximum 24 hours and which clearly indicates the expiry date and time of such visit.

The Supplier shall ensure the temporary pass is returned when the visitor leaves the Site and that a list of any lost is maintained.

The Supplier shall ensure that lost electronic visitor passes are de-activated immediately on the Supplier being made aware of the loss.

## **5. London Underground - Access Control**

- 5.1 When booking in and out of the Site, the Supplier shall procure that the Supplier Personnel report in, record entry and exit, and present their Smartcards when and where required, in accordance with the local access control arrangements.
- 5.2 Where a Smartcard reader is installed on Site as part of the local access control arrangements, then the Supplier shall procure that all Supplier 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 Company takes no responsibility for any abortive costs or impact to schedule of any such instruction to any member of the Supplier's staff under such circumstances.
- 5.3 If the Supplier wishes to make a change to the Accepted Access Plan or to the Supplier's requirements for Access after being approved by the Company's Representative and Access Manager, the Supplier shall submit written request of such change and a revised programme and Access Plan to the Company's Representative and Access Manager confirming any and all revised Access requirements.

## **5. CLASH CHECKING**

1. The Supplier shall be responsible for checking for clashes (Clash Checking) in respect of access booked by Others and the Company's Representative in respect of which the Company's Representative has provided the Supplier with the Access Visualisation Tool. The Supplier shall also monitor the following publications:
  - (a) Engineering Look Ahead Notice;
  - (b) Engineering Notice;
  - (c) Nightly Engineering Protection Arrangements (NEPA) Notice;
  - (d) Traffic Circular; and
  - (e) Station Works Plan.
2. In the event of clashes the Supplier shall notify the Company's Representative and where instructed submit a revised Access Plan for acceptance. The indicative publication timescales (in advance of proposed works) for the above notices are as provided in Appendix 3.
3. Clash Checking is a condition precedent in respect of any entitlement to apply for relief pursuant to Clause 34 or 0, paragraph 6.1.
4. In the event that the Supplier attends the Site and access is not provided by TfL in accordance with the Accepted Access Plan, the Supplier shall complete the Cancelled or Delayed/Curtailed Access Form contained in Appendix 6.
5. Without prejudice to the generality of Clause 34, Clash Checking, 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 of access in question on the Accepted Access Plan (with the relevant SABRE number) are all condition precedents in respect of any entitlement to apply for a Relief Event under Clause 34.1(A).

## 6. TYPES OF ACCESS

1. Summarised below are the types of access that the Supplier's Access Plan shall be based upon. In preparing the Access Plan the Supplier shall select the type of access required for the Services. The Supplier shall consult 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.

### 1.1 General Access

General Access is a category of access for undertaking non-exclusive/non-restrictive works on the Underground Network, using all necessary tools and equipment. It is valid for both Station and Track. SABRE numbers may be valid for up to a whole financial year, but can also be issued for shorter time periods to suit work demands.

General Access may be applied for to cover large areas of the Underground Network, for example whole lines, or for more discreet locations or worksites to suit work demands. The Supplier may apply for a number of General Access SABRE numbers, but the Access Manager will aim to limit the proliferation of General Access SABRE numbers for the same or similar work teams, projects, or areas etc.

General Access does not need to be Published.

### 1.2 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 Supplier shall clearly define the area covered by a Non-Restrictive/Exclusive Access request and shall limit the area to the minimum required to deliver the Services.

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

### 1.3 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.

In the event that the Supplier believes that Restrictive Access is necessary, the Supplier shall demonstrate that this is the most appropriate form of access and shall take account of the impact that the granting of Restrictive Access would have on the network and other work streams. The Supplier acknowledges that Restrictive Access will not typically be permitted to cover a protracted number of shifts or consecutive shifts, across the same geographical area.

The Supplier shall clearly define the area covered by a Restrictive Access request and shall restrict the area to the minimum required to deliver the works and avoid unduly impeding the works of Others.

Restrictive Access will need to be Published.

#### 1.4 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.

In the event that Exclusive Access is necessary, the Supplier shall demonstrate that this is the most appropriate form of access and shall take 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 Supplier shall clearly define the area covered by an Exclusive Access request and shall restrict 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.

#### 1.5 Emergency Access

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

#### 1.6 Major Closures

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

#### 1.7 Minor Closures

A Minor Closure can be classified as any planned disruptive work, apart from L&E Closures (defined below) which results in any TfL 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 within the Night Tube Sections).

#### 1.8 L&E Closures

L&E 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 Supplier will liaise with the Access Manager to review the impact of any requested L&E Closure in the context of any other concurrent Underground Network closures. The Company's Representative may also participate in such liaison.

#### 1.9 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 4 hereto and a description of the typical work to which they apply, such as track

possession, is also provided in order to assist the Supplier in identifying the type of access applicable to particular works.

## **7. CLOSURE REQUESTS PROCESS**

1. Where the Supplier intends to make a closure request, the Supplier shall attend a Pre-Closure Request Meeting or Possession Meeting with the Access Manager before a Work Request is submitted by the Supplier for approval. The Company's Representative may attend such meetings.
2. Where the Company's Representative and the Supplier agree a proposed closure has business justification the Supplier shall confirm with the Access Manager the acceptability of the proposed closure. Where the Access Manager confirms that the proposed closure dates are not acceptable the Supplier 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 Supplier. The Company's Representative may also participate in such liaison. The Supplier acknowledges that the Access Manager's decision as to acceptability of a proposed closure or proposed alternative closures is final and binding.
3. The Access Manager may reject proposed closures on (without limitation) the grounds that if granted such proposed closures 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 a 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.

## 8. TIMESCALES FOR BOOKING ACCESS AND CLOSURES

1. In preparing an Access Plan the Supplier shall make 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
General Access 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 <sup>(iii)</sup>	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 Supplier must allow for sufficient time for adequate access planning.
  - ii. A Minor Closure may be applicable to Engineering Hours if a vehicle is being outstabled. Where no more than two (2) vehicles are being outstabled at any single location the timescale for booking may, subject to the agreement of the Access Manager, be reduced to ninety (90) days.
  - iii. A closure in respect of a depot or siding may be required if the proposed works affect the operational railway.
2. 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 shall be specified by the Company's Representative.
  3. The Supplier shall plan access as early as possible and in no event shall apply for access or closures after the Latest Request Date has passed.
  4. Where access is required to Network Rail infrastructure at the Network Rail Interface Locations the minimum booking period for all access types is 294 days access except for Major Closures which remains unchanged.

## **9. UTILISING EXISTING CLOSURES**

1. The Supplier shall actively seek to utilise TfL's existing closure programme to progress the Services. The Supplier may request details of such closure programme from the Company's Representative, to the extent relevant to the provision of the Services.
2. The Supplier shall identify all possible opportunities to use TfL's existing closure programme and shall provide the information necessary to complete the Application to Work Form. The Supplier shall complete the Application to Work Form and submit this to the Access Manager and the Company's Representative for approval. The Supplier shall submit such form a minimum of fifteen (15) weeks prior to the relevant closure start date. The Supplier shall attend the planning meetings for the relevant closure and the Supplier shall prepare for submission by the Supplier any information as may be requested by the Access Manager as part of this planning process. The Company's Representative may attend such planning meetings.
3. The Supplier may also propose an extension to an existing planned closure. The Company's Representative shall consider the proposal and where the benefits of the extension more than offset the increased customer disruption, shall authorise the Supplier to seek endorsement by the Access Manager. The Access Manager shall determine whether the request should be taken forward as a formal application and shall advise the Supplier accordingly. Where such application has been approved by the Company's Representative, the Supplier shall submit an updated Access Plan, to reflect such application, to the Company's Representative for approval. Where such application has been approved by the Company's Representative, the Supplier shall submit an updated Access Plan, to reflect such application, to the Company's Representative for approval.
4. The Supplier recognises the level of disruption and limitation of journey opportunities which result from closures and where the Supplier plans any change to the scope or type of works to be undertaken under an existing closure, shall seek the approval of the Company's Representative accordingly. The Supplier shall seek consent for the change from the Access Manager. The Supplier accepts that if the Access Manager or the Company's Representative considers that the 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 the provisions of Clause 34 and paragraph 6.1 of Schedule 12 do not apply and the Supplier shall submit a revised Access Plan for acceptance by the Company's Representative.

## 10. PROTECTION

1. The Supplier shall consult and agree all protection arrangements (including provision of additional Specialist Protection resources) with the Company's Representative and the Access Manager. The Supplier shall seek formal approval for the agreed protection arrangements (including provision of agreed Specialist Protection resources) by submitting a Work Request.
2. The Supplier shall provide a minimum of one (1) qualified SPC for each work party where relevant. The Supplier'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.
3. In the event of additional Specialist Protection staff being required, the Supplier shall advise the Company's Representative accordingly and the Supplier shall request the additional Specialist Protection resources from the Access Manager a minimum of twenty-one (21) days before the Specialist Protection is required. The Supplier shall seek the approval of the Company's Representative before the submission of such request. The Access Manager shall review the protection arrangements and determine the number and qualifications of any Specialist Protection staff that may be required. This shall be done in consultation with the Supplier and the Company's Representative. The Access Manager shall arrange, and the Company shall provide, any Specialist Protection.
4. In the event of cancellation or non-utilisation, the Company shall charge back to the Supplier the cost of Specialist Protection staff as follows:
  - (a) cancellations made 96 hours or more in advance of the activity start date – no charge will be levied by the Company;
  - (b) cancellations made less than 96 hours before the activity start date – the full cost shall be charged by the Company to the Supplier.

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 96 hour cancellation period will be calculated from 09:00hrs on the next weekday.

## **11. EQUIPMENT ROOMS**

1. The Supplier shall arrange access to Switch, Relay, Machine and other Equipment Rooms by giving the Company's Representative a minimum of two (2) days' notice of his intention to access these areas.
2. The Supplier shall ensure that the security of the Switch, Relay, Machine and other Equipment Rooms are maintained and that all access doors are securely locked when the work in the room is completed. The Supplier shall be responsible for safe working conditions within the Switch, Relay, Machine and other Equipment Rooms.
3. The Supplier Personnel shall not be permitted to leave the Site in possession of a Tfl key or to manufacture a duplicate of any of Tfl's keys.

**Appendix 1: Access Plan Template**

### Access Plan

#### 1.0 GENERAL INFORMATION

Programme	<input type="text" value=" &lt;Programme&gt;"/>	Document Ref	<input type="text" value=" &lt;Document Reference&gt;"/>
Project Title	<input type="text" value=" &lt;Project&gt;"/>	Project / UIP Code	<input type="text" value=" &lt;UIP Code&gt;"/>
SAP MPD No.	<input type="text"/>	Lifecycle Stage	<input type="text" value=" &lt;lifecycle&gt;"/>
Sponsor	<input type="text"/>	Date	<input type="text"/>
Proj Man	<input type="text"/>	Prog Man	<input type="text"/>
email	<input type="text"/>	phone	<input type="text"/>
Access Man	<input type="text"/>	phone	<input type="text"/>
email	<input type="text"/>		

#### 2.0 ACCESS LOGISTICS

<b>Applicant</b>	<b>Access Manager</b>		
Station <input type="checkbox"/>	Closure (Maj) <input type="checkbox"/>	Exclusive <input type="checkbox"/>	Vehicles (T/Plant) <input type="checkbox"/>
Track <input type="checkbox"/>	Closure (Min) <input type="checkbox"/>	Restrictive <input type="checkbox"/>	Vehicles (Other) <input type="checkbox"/>
Depot / Sidings <input type="checkbox"/>	Closure (L&E) <input type="checkbox"/>	General Access <input type="checkbox"/>	Plant <input type="checkbox"/>
Veh/Plant <input type="checkbox"/>	Published Work <input type="checkbox"/>	NR / 3rd Party <input type="checkbox"/>	Possession <input type="checkbox"/>
Protection <input type="checkbox"/>	Unpublished Work <input type="checkbox"/>	Specialist Resources <input type="checkbox"/>	Urg <input type="checkbox"/>
			App <input type="checkbox"/>

All planning & works request applications must be complete & submitted  days in advance of the Monday of the week access is required

#### 3.0 WORK DESCRIPTION & PHASING

**Description of works & particular requirements**

Will work be delivered in phases? <input type="text"/>	Will you need specialist resources? <input type="text"/>	Will you need a closure? <input type="text"/>
How many phases? <input type="text"/>	Do you need vehicles / plant / equipment? <input type="text"/>	L&E Closure <input type="text"/>
Further Details Attached <input type="text"/>		Minor Closure <input type="text"/>
		Major Closure <input type="text"/>

#### 4.0 LOCATIONS

**Describe where you will need access (include storage details & access routes if known)**

Space Allocation     Movement of Materials     Storage License     Site map(s) attached

#### 5.0 STATION SPECIFIC DETAILS (if applicable)

Station	SID Code	Area Description	Type of Access	Details of Work

#### 6.0 DATES & SHIFTS

Earliest Start Date <input type="text"/>	Earliest Finish Date <input type="text"/>	Minimum Duration <input type="text"/>	Traffic / Opening Hours <input type="text"/>
Likely Start Date <input type="text"/>	Likely Finish Date <input type="text"/>	Maximum Duration <input type="text"/>	Engineering / Closed <input type="text"/>
Latest Start Date <input type="text"/>	Latest Finish Date <input type="text"/>	Contingency <input type="text"/>	Both <input type="text"/>

**Describe when you will need access and your preferred shift pattern(s)**

Have you considered working during traffic / opening times?     Do you need set-up / clear down time?     Works schedule attached

How much time?

**7.0 SPECIALIST PROTECTION (if applicable)**

**Describe what specialist resources will be required & whether these will be provided by LU / Contractor or a Third Party**

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**8.0 VEHICLES / PLANT / EQUIPMENT (if applicable)**

**Describe what Vehicles / Plant / Equipment will be required**

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**Describe any access / planning requirements**

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**9.0 ADDITIONAL INFORMATION**

**Add any other information which may be pertinent to the access requirements here**

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**For details on completion timescales for processing Access Requests, talk to an Access Manager**

**A resource loaded schedule of work is to be attached when the form is submitted for final approval & processing**

Appendix 2: 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					
<b>Chainage</b>		<b>Line(s) Affected</b>	<b>Times Reqd.</b>	<b>Limits</b>	
<b>Worksite Location</b>					
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	
<b>Engineering Trains</b>					
Are Engineering trains working in your worksite		Yes	If Yes, how many and which type:		
		No			
<b>Road Rail Vehicles (RRVs)</b>					
Are EHs Possessions required to Outstable RRVs prior to Closure		Yes	Are EHs Possession required to return RRVs following Closure		Yes
		No			No
Comments					
<b>On Track Plant / machinery</b>					
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	
<b>Resources</b>					
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.					



#### Appendix 4: Access Subcategories

<b>Station works</b>			
<b>Access Type</b>	<b>Booking Description</b>	<b>Days</b>	<b>Work Type Description</b>
General Access	General Access (non Track)	14	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 Premises	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.

<b>Track</b>			
<b>Booking Description</b>	<b>Booking Description</b>	<b>Booking Description</b>	<b>Booking Description</b>
General Access (Non Exclusive/ Non-Restrictive)	General Access (Track)	14	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 Premises	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.