

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					
Chainage	Line(s) Affected	Times Req'd.	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 req'd. 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.					

Appendix 4: Access Subcategories

Station works			
Access Type	Booking Description	Days	Work Type Description
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.

Track			
Booking Description	Booking Description	Booking Description	Booking Description
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.

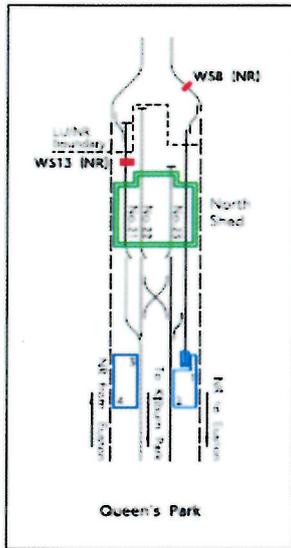
Track			
Booking Description	Booking Description	Booking Description	Booking Description
	Restrictive - Plant / Chemicals in a confined space	56	For where access introduces the use of plant and chemicals in a confined space (e.g. platform inverters). Rarely used.
	Restrictive - Power Cessation- Power 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 & Network Rail's customer. For track signing and location control. These are shared with L0403, which also has an agreement with Network Rail.



Station Agreements between Harrow & Wealdstone and Kiburn High Road via Queen's Park. Including Willesden Junction LU for the Station Facility Owner.

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

There are on-site 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 recovery of the service primarily only.

Richmond	Network Rail owned station with WFO. May be other TOCs.
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

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Central line

Falling Broadway - Station Agreement
 PGW is the Station Facility Owner
 LU is the customer but owns the
 Central and Overground platforms



West and South Ruislip - Station Agreements
 LU is the station owner. Network Rail owns the
 LU customer but manages its own platforms

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

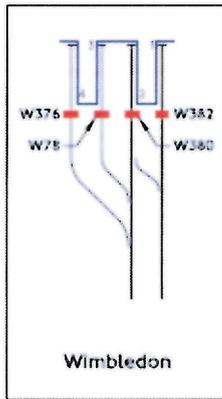
Richmond Network Rail owned station with SFO may be other TOC's
TO3 Track Agreement
 Location of Track Agreement

Created: 30 March 2012

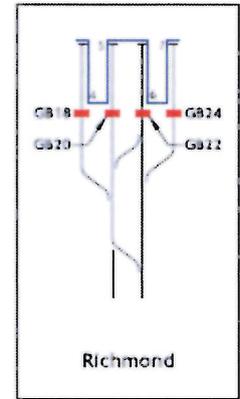
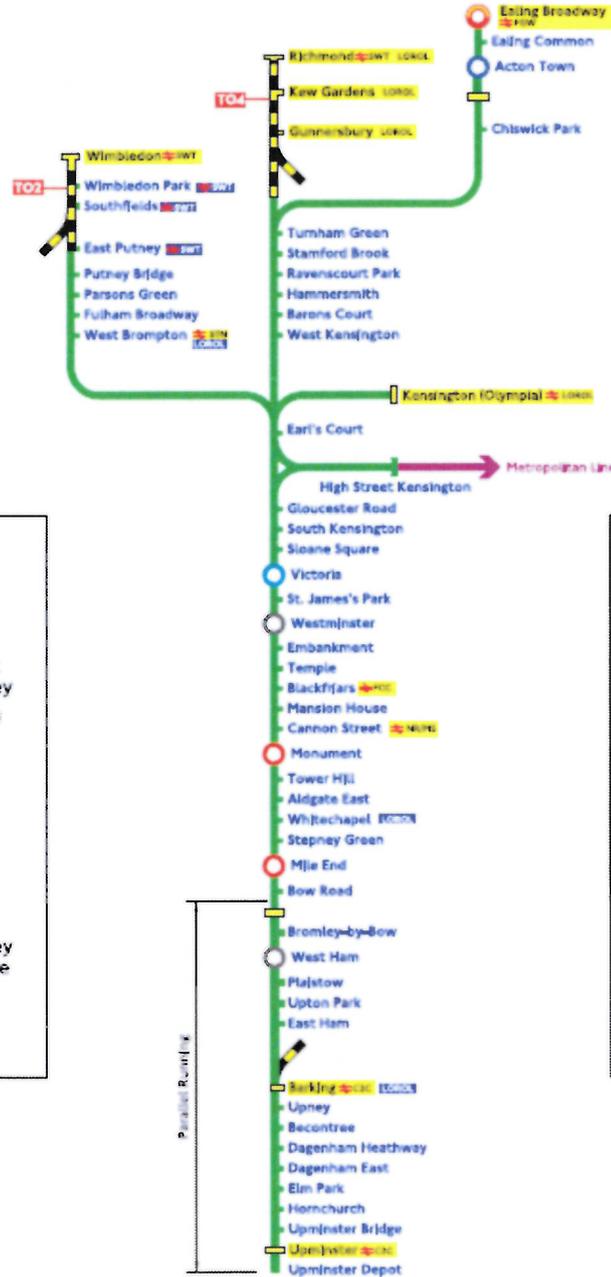
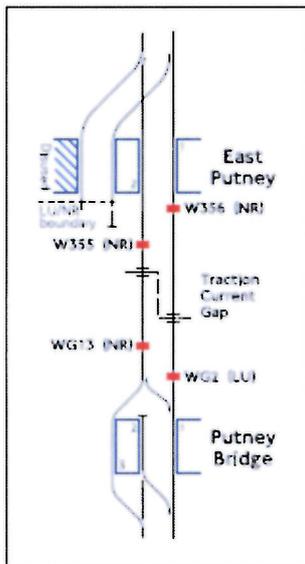
For details of Land and Property boundaries
 refer to Site Specific Engineering arrangements
 GW-C, ML-C and SE-C

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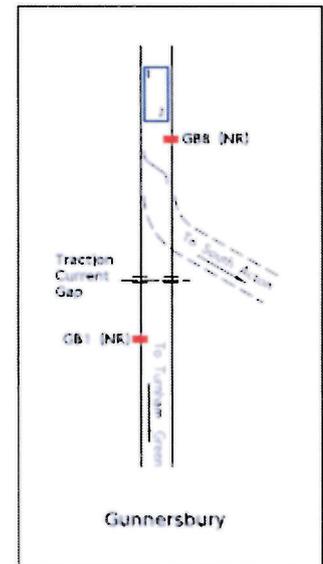
District line



TO2 East Putney to Wimbledon Track Agreement. (Open South West Trains) a boundary and equity stock issue. Network Rail supports the track but current and signal operation is LU's customer for track.



Richmond Olympia - Station Agreement. LUO is the Station Facility Owner. LU is the customer.

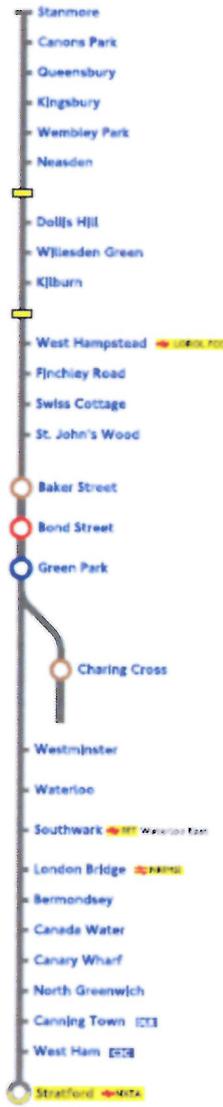


Barking and Upminster - Station Agreements. CU is the Station Facility Owner. LU is the customer.

Richmond Network Rail owned station with SFO. may be other TOC's
TO3 Track Agreement
 Location of Track Agreement

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

Jubilee line



Charing Cross • Station Agreement. LU & the Station Facility Owner. The trackways & LU's signpost's access is covered by a letter from LU (please see some station examples).

West Ham • Station Agreement. LU is the station facility owner. CIL is the customer but manages platform platforms.

Stratford • Station Agreement. High level platforms and subways. MIRA and the Station Facility Owner LU Central deal with customers, but staff Central the platforms.

	Network Rail owned station with SPD may be other TOC's
	Track Agreements
	Location of Track Agreement

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

Metropolitan line

TO1 - Marston Wood - Hammersmith (W&A) Track Agreement
 Chiltern Railways is the responsible for track and signposting
 over the Metropolitan line. The Network Rail has no involvement.



Station Agreements between Amersham and Harrow-on-the-Hill. LUL is the station facility owner. Chiltern Railways is the customer. Chiltern uses Moor Park interchange only.

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

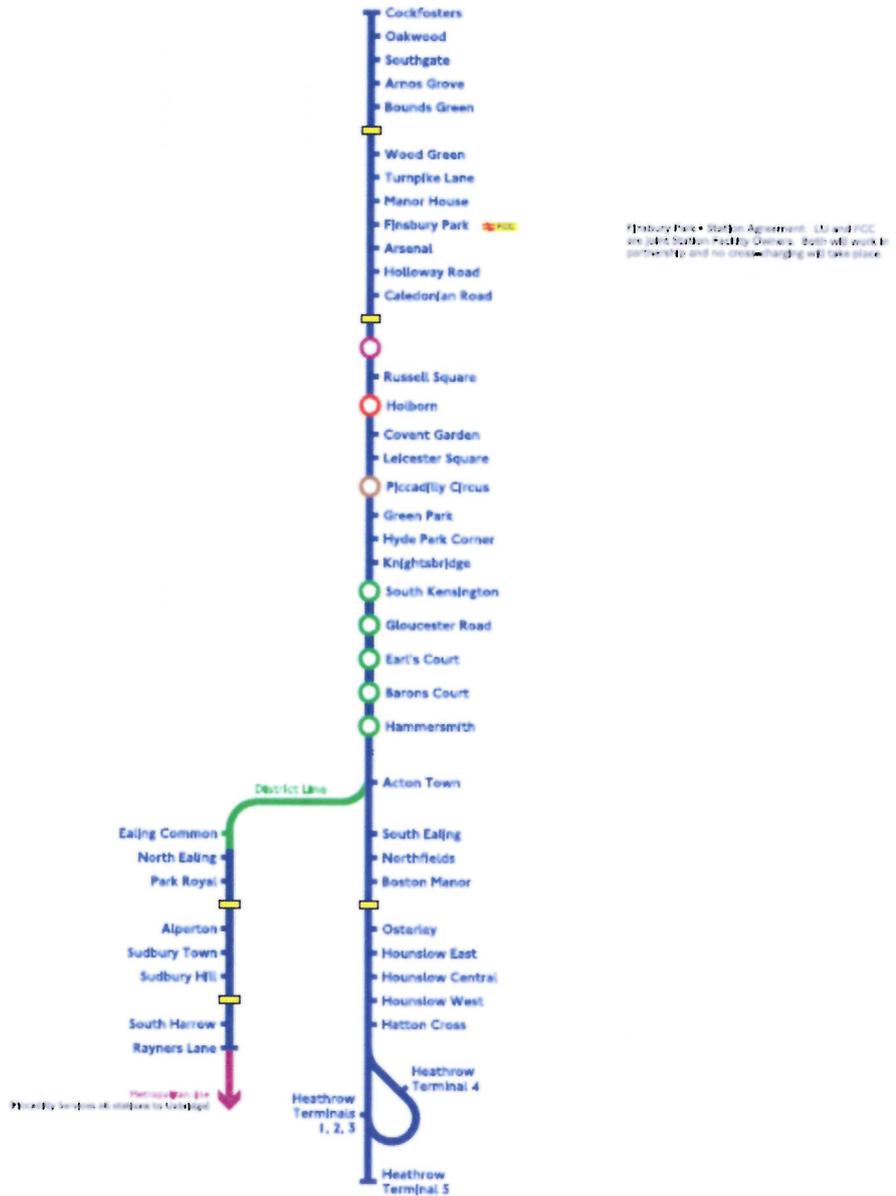
	Network Rail owned station (with SFO, may be other TOC's)
	Track Agreement
	Location of Track Agreement

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

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Piccadilly line



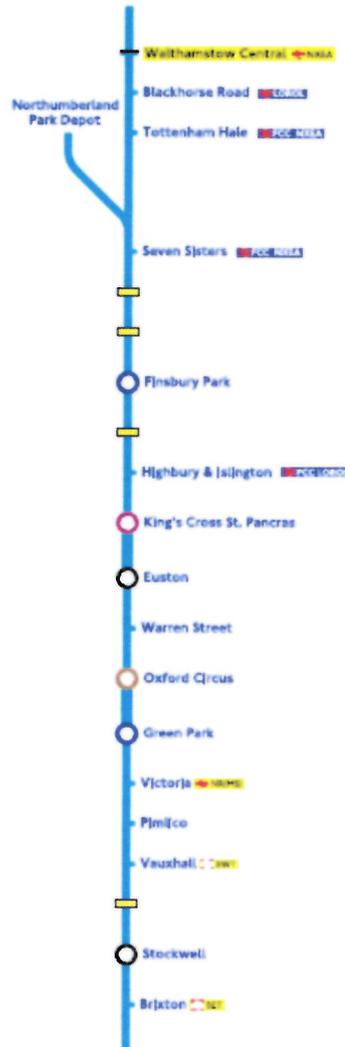
Network Rail Network Rail owned station (with SPO, may be other TOCs)
TOJ Track Agreement
 Location of Track Agreement

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

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Victoria line



Walthamstow Central - Station Agreement NS&A 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. LOROS, Tregg Services is the customer but manages its own platforms.

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

Highbury & Islington - FOC is the Station Facility Owner for all deep level stations. LU is the Station Facility Owner for the LGARD, 5 deep, surface platforms. All other parts of the station are owned by LU.

	Network Rail owned station both SFO, may be other TOC's
	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, LNWA-V and SE-V
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