

Rail Plant Association Update

RPA Management Committee Chairman Paul Helks reports on the current initiatives of the association.

Delivery point management

This is a topic that has been discussed and debated over many years. In many instances, some great practice is observed, but this is not consistent across the network. At a recent ISLG meeting, the issue was widely discussed and a working group was formed to understand fully what improvements and obligations need to be met. Research best practice and develop a solution that is achievable for all parties to adhere to. Recent incidents involving On-Track Plant (OTP) activities have highlighted the problem further, and are in the spotlight with the HSE and the ORR.

There are legal requirements and a number of legislative bodies who need to be considered and, in some cases, informed when planning for delivery and collection point activity and the management before and after including:

- The Construction (Design and Management) Regulations 2015, also known as CDM Regulations or CDM 2015, which came into force on 6th April 2015, are regulations governing the way construction projects of all sizes and types are planned in the UK.

- National Highways agency.
- Local councils.
- Local police authorities.

On the road

With the haulage categories that a lot of OTP falls into, particular detail in planning a route to and from site are crucial. Local police authorities embargo criteria differ greatly from county to county, and need careful consideration in the early pre-planning stage of projects. Effective, safe and achievable traffic management plans can be produced, communicated and delivered efficiently. Notification of the Principal Contractors' (PCs') intentions and early engagement with plant suppliers and their hauliers is essential to enable effectiveness.

As an example, there are many counties in the mid north west, where no movements in darkness hours are permitted at all. Many embargos will not allow movements across bank holiday periods. With the nature of plant activity on the rail infrastructure, this poses enormous challenges for hauliers. It puts them under great pressure to deliver equipment. They need time to plan, to stay compliant.

Delivery/collection point

The PC must take into account the general principles of prevention, including:

- Ensure that a suitable site induction is provided.
- There must be suitable and sufficient safe access to and from the place of work.
- A site must be made and kept safe for, and without risks to, the health of a person at work there.
- The PC must include a site traffic management plan ensuring, so far as is reasonably practicable, that pedestrians within the site are segregated from transport and plant; providing site rules for the movement of transport and plant where this segregation has not been achieved, e.g. banks persons and high visibility clothing.
- A common factor in delivery accidents is



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the lack of any agreement between supplier, carrier and recipient about 'who is responsible for what' in terms of safety.

- The safety of everyone at these premises, including people visiting the site, is in the hands of the person in charge of the site (the recipient or supplier) as they should control what takes place on-site.

- The overlap in responsibility can cause high risk misunderstandings, unless all parties exchange information about the main risks involved, and agree who will do what to control risks.

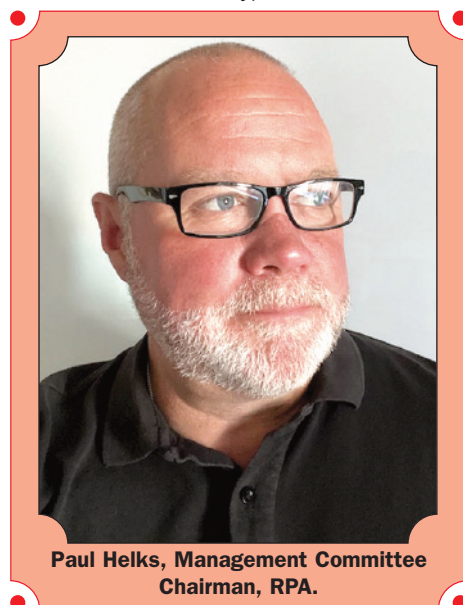
- The PC would normally ensure that the site rules are provided to all persons at work on the site by performing site inductions, which would also inform the workers of site hazards that are significant or unusual.

Highway Code and Highways Act 24

Goods vehicles. Vehicles with a maximum laden weight of over 7.5 tonnes (including any trailer) MUST NOT be parked on a verge, pavement or any land situated between carriageways, without police permission. The only exception is when parking is essential for loading and unloading, in which case the vehicle MUST NOT be left unattended.

Examples of notifications and restrictions

Submission of forms (movement orders) of notice to Police and Highway and Bridge Authorities, The road vehicles authorisation of special types (Order 2003). Notification period two working days (five days for London) not including weekends and bank holidays. Liverpool and Manchester NO movements are allowed between 07.30 to 09.30 and 16.00 to 19.00. These are typical restrictions and



Paul Helks, Management Committee Chairman, RPA.

can be changed, so constant monitoring from the hauliers is required. Crossing multiple counties to arrive on-site and on time is complex. London Metropolitan Police have daytime restriction zones for all abnormal loads which applies Monday-Friday 07.00 to 19.00 and Saturday 10.00 to 19.00.

Off-loading/reloading of equipment

Meet and greet contacts vary in ability, a lot of them have no understanding of traffic management/banksman skills. In some instances, there is no one to meet the delivery/collection driver. The necessity for controlled access into lineside property is paramount. Not only to ensure safety of staff and lineside properties, but to mitigate trespass and monitor security at all time gates and barriers maybe opened.

Trespass risk and site security - an RSSB publication

RIS-3786-TOM Issue 1 Trespass Risk Assessment. Background - trespass incidents have a significant impact on the network, the public and the whole rail industry. Each year, these incidents cause injury and harm, and delay to the travelling public with a risk of prosecution and fines for transport operators. Adopting a common approach to dealing with trespass risk on the GB main line railway will help to deliver an overall reduction in incidents.

What is it about? RIS-3786-TOM Issue 1 provides requirements and guidance for conducting, implementing and reviewing trespass risk assessments to foster a common process throughout the GB mainline railway. This standard builds upon the legal duties set out in the Railway Safety (Miscellaneous Provisions) Regulations 1997, which require transport operators to take reasonably practicable measures to reduce risk to the public. It also supports the duty of cooperation that transport operators have under the Railways and Other Guided Transport Systems (Safety) Regulations 2006.

What has changed? This is a new standard. RIS-3786-TOM Issue 1 is not expected to create major change for the industry as transport operators are already required to carry out a risk assessment. The standard provides a common, clear and consistent approach for transport operators to follow. Industry will need to identify those responsible for risk assessments in their organisations and identify how best to familiarise them with RIS-3786-TOM to ensure smooth implementation.

What are the benefits? A consistent risk assessment process helps reduce incidents of trespass and subsequent injuries and harm to life as transport operators can collaborate to select effective mitigation measures. A reduction of trespass events can improve performance and the reliability of the railway, benefiting both passengers and transport operators. RIS-3786-TOM Issue 1 can help transport operators meet their legal obligations, therefore reducing potential financial penalties, by helping them identify and take the necessary steps to mitigate risk to the public. RIS-3786-TOM Issue 1

is expected to deliver benefits of £2.97 million over five years.

Who is it for? This standard applies to infrastructure managers and railway undertakings, as well as anyone else involved in managing and mitigating trespass risk on the GB mainline railway.

Next steps

The working group set up through ISLG will work strategically through all areas of delivery point management. Scope the requirements and conclude with reporting back on an agreed timeline to ensure an achievable solution is arrived at. This can be shared across the infrastructure.

Steve Featherstone update

Control Period 7 (CP7) has started and it is going to be tough. The efficiency challenges faced by Network Rail are the most onerous that I can remember. The railway plant suppliers will have a key role to play in achieving these efficiency challenges. Between them, the railway plant suppliers own over £1 billion of plant and directly and indirectly employ around 5,000 people. The plant and machines which they supply are the workhorses of our railway.

In order to increase efficiency and improve passenger satisfaction during CP7, the RPA will be running a campaign with other trade associations to 'Bring Back Blockades'. Just before Christmas, we met with the Director General for railways at the Department for Transport to explain the challenges and opportunities, which are seen through the lenses of the plant suppliers. Since Christmas, we have held conversations with the Rail Industry Association, on behalf of the principal contractors, and with Rail Partners, on behalf of Train Operating Companies (TOCs); and, whilst our positions differ on various issues, we are totally aligned on the need to bring back blockades.

When I started as National Track Director for Network Rail in 2012, we undertook circa 20% of our work in blockades, typically of 9 days or 16 days. When I left in late 2020, blockade working had been reduced to only 4%. Blockade working is not only far more efficient in terms of work delivery but passengers and train operators generally prefer short blockade periods of disruption rather than many

NIR 4009 - Promax RR14 Evo-2 MEWP electrical modification

Please login to NIR Online to review the content of the report.

RPA Standards review

For the members, the recent review was conducted by our colleagues on your behalf. Thanks to Bill Phenix, Florin Stanciu and Zak Allan for your continued support, it is greatly appreciated. A link to the RPA - Network Rail Standard Review documents has been forwarded to RPA Members.

Showtime!

The Rail Live exhibition returns again on 19th

weekends with bus replacement services. That said, as an industry we have conspired to significantly reduce blockade working over the last three control periods. With leisure traffic booming at weekends, the three trade associations are aligned on the need to bring back blockades, initially back to 20% of work delivered and then beyond.

The key to all of this is schedule 4 and how the ultimate beneficiary has changed/will change as we bring track and train back together. Andrew Haines recently provided a great quote on the misalignment between the different railway companies, following a dewirement, when he said that there were, 'Too many individual actors seeing risk from their own perspective which meant it was harder than it should have been to get things done.'

Back when we were a joined-up railway, we used blockades a lot more than we have in recent times. It was not a panacea but the joined-up railway found the right balance between blockades, weekends, midweek days and midweek nights for when to undertake its work. As the cost of schedule 4 increased over time, the cost of blockades to Network Rail became extremely expensive to the extent that work was pushed into weekends and bank holidays.

If we look at who ultimately bears the cost of schedule 4 then, prior to Covid-19, taxpayers paid the cost and the shareholders of the TOCs were the beneficiaries as, when it came to major engineering work, the real costs to the TOC were far less than the schedule 4 payments which they received. Since Covid-19, many of the TOCs are now government owned so

and 20th June and, as usual, is being held at the Long Marston Rail Innovation Centre. It is always a well-attended event and a great place for suppliers, large and small, to show off their new products, equipment and services. The RPA team will be on hand at the event, so pop along to stand M16 and say hello. We hope to see you all there.

Leadership meeting

The RPA will be holding its next leadership meeting on 9th July at the Severn Valley Railway, Kidderminster. If you would like further details of the meeting and attending, please contact the association by email on: rpa@cpa.uk.net

the schedule 4 costs in these cases are circular. As we increasingly bring track and train back together, hopefully the industry will put in place a regime for major works based on real costs and consequences rather than schedule 4, which currently vastly overstates the real costs to the TOCs.

It is good to see early signs that increased blockade working is happening but a significant push is required to make a real difference through CP7 and beyond. This would be a very visible sign of increased cooperation between the track and train parts of the railway even before Great British Railways is formed. The RPA will work collaboratively with other organisations as we push to Bring Back Blockades.



Steve Featherstone, RPA Consultant.