



## TEMPLATE ACCESS SCHEDULE FOR USE IN NON NEC CONTRACTS

**i** An important function of the contract terms is to set out the constraints and restrictions imposed upon the Supplier.

The purpose of this template contract schedule is to state any general constraints on how the Supplier provides the Services that would not otherwise be included in the other specific sections of the terms. It provides a checklist of headings that need to be considered with the regard to contract specific requirements.<sup>1</sup>



Care needs to be taken when drafting this schedule to ensure that it does not conflict and create ambiguity or inconsistency between this schedule and other parts of the contract terms including the specification.<sup>2</sup>

Once the draft schedule has been prepared by the commercial team it should be issued to TfL legal for incorporation.

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### GUIDANCE FOR COMPLETING THE TEMPLATE SCHEDULE

Text in this schedule is in **black**, **red** and **blue** text:

**Black text:** are LUL mandatory requirements for contract and are not to be changed without approval of TfL Legal. The Black text fulfils both the requirements of the business and most importantly requirements to ensure consistency with the other contract terms. Any additional requirements are to be completed in back text.

**Red text:** are instructions to the compiler on how to complete the draft schedule, along with lists and suggestions of things to be considered. **ALL red text must be deleted before finalising the draft schedule.**

**Blue text:** is example text to demonstrate to the compiler typical wording that has been used on other contracts. The blue text must not be converted to black text, compilers must develop their own wording to suit their particular project. **ALL blue text must be deleted before finalising the draft schedule.**<sup>3</sup>

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<sup>1</sup> Delete this box from the draft schedule

<sup>2</sup> Delete this box from the draft schedule

<sup>3</sup> Delete this box from the draft schedule



**SCHEDULE [Insert Schedule nr] ACCESS**



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## 1 Definitions

1.1 The terms used in this Schedule [Insert Schedule nr] (Access) in regard to access have the following meanings:

"Access Subcategories" has the meaning defined by paragraph 1.3.1(I) of this Schedule [Insert Schedule nr] (Access).

"Access Manager" means the person designated by the Head of Access as the manager for access requests for particular works and who will act as the single point of contact for all access related matters.

"Accepted Access Plan" is the latest Access Plan applied for by the Applicant and accepted by the Company in RailSys and supersedes any Access Plans previously accepted in RailSys. The Accepted Access Plan attached at Appendix 2 hereto is the Accepted Access Plan at the date of this Contract.

"Access Plan" means the access plan prepared by the Applicant within RailSys.

"Applicant" means the Company's Representative for Major Closures and Minor Closures and the Supplier for all other access requirements.

"Application to Work Form" means the form contained in Appendix 4 to this Schedule [Insert Schedule nr] (Access).

"Emergency Access" has the meaning defined by paragraph 1.3.1(E) of this Schedule [Insert Schedule nr] (Access).

"Engineering Hours" means the term applying to the running line and is described as being when traction current is switched off (as published in the Guide to Switching Current On and Off subject to variance as published in an Engineering Notice) and trains are not running (ref LUL Rule Book 17 for the definition of Engineering Hours).

"Engineering Notice" means a publication produced and circulated within LUL at short notice containing details of engineering works, special current arrangements, engineers' possessions and engineers' trains and similar activities not included in the Traffic Circular.

"Engineering Look Ahead Notice" means a draft publication produced and circulated by LUL providing a week-view of items that, at that time, are planned to be published on the Engineering Notice for a specific shift.

"Exclusive Access" has the meaning defined by paragraph 1.3.1(D) of this Schedule [Insert Schedule nr] (Access).

"Head of Access" means the person responsible for managing access to the LUL infrastructure for works. This role includes but is not limited to the responsibility for the publication of safety documentation.

"Incident Officer" means the senior LUL operating officer responsible for managing an incident.



"Latest Request Date" means the last date an access request can be made in line with a given timescale.

"L&E Closures" has the meaning defined by paragraph 1.3.1(H).

"Local Station Access Arrangement Reference Files" means the files published by the Head of Access detailing where work may potentially be undertaken on Stations in Traffic Hours including details of possible locations for the storage of materials and equipment and Station opening and closing hours.

"LUL Rule Books" are the rule books covering the operation of trains and Stations and accessing the Track.

"Major Closure" has the meaning defined by paragraph 1.3.1(F) of this Schedule **[Insert Schedule nr]** (Access).

"Minor Closure" has the meaning defined by paragraph 1.3.1(G) of this Schedule **[Insert Schedule nr]** (Access).

"Network Rail Interface Locations" means locations on the TfL Network where Network Rail infrastructure interfaces with TfL infrastructure including but not limited to the location identified in Appendix 9 to this Schedule **[Insert Schedule nr]** (Access).

"Nightly Engineering Protection Arrangements (NEPA)" means a publication produced and circulated within LUL at short notice containing details of safety related material for engineering works and engineer's trains and vehicles.

"Night Tube" means the provision a 24 hour revenue service.

"Night Tube Running Period" means nominally the period between 21:00hrs Friday night and 06:00hrs Sunday morning.

"Night Tube Sections" means the sections of the Underground Network which provide Night Tube. The applicable sections of the Underground Network are:

- a) the Central Line route between and including Hainault, Loughton and Ealing Broadway stations (no Night Tube outside of this route);
- b) the Jubilee Line entire network;
- c) the Northern Line route between and including High Barnet, Edgware and Morden Stations via the Charring Cross Branch (no Night Tube outside of this route);
- d) the Piccadilly Line route between and including Cockfosters and Heathrow Terminal 5 stations (no Night Tube outside of this route);
- e) the Victoria Line entire network.

"Non-Restrictive/Exclusive Access" has the meaning defined by paragraph 1.3.1(B) of this Schedule **[Insert Schedule nr]** (Access).

"Operational Managers" means Area Managers - Stations and Train Operations Managers.



"Operational Assurance" means an Operational Assurance Notification made to LUL in accordance with the requirements of Standard S1538 (A11) (Assurance) and is incorporated in to an access request in RailSys.

"Pre-Closure Request Meeting" means a meeting to discuss the viability of a proposed closure request.

"Possession Meeting" means a meeting to discuss the viability of a proposed Track possession.

"Published" means,(i) in respect of Restrictive and Exclusive Track access, that the works need to be notified in the Engineering Look Ahead Notice; the Engineering Notice and the Nightly Engineering Protection Arrangements (NEPA) Notice and (ii) in respect of Restrictive and Exclusive Stations access, the works need to be notified in the Station Works Plan.

"Restrictive Access has the meaning defined by paragraph 1.3.1(C) of this Schedule [Insert Schedule nr] (Access).

"RailSys" means the access booking system for all engineering work on the stations and track. RailSys is a geographical interface where Access Plans and Track access requests are made.

"Self Service Access" has the meaning defined by paragraph 1.3.1(A) of this Schedule [Insert Schedule nr] (Access).

"Specialist Protection" means all protection arrangements in addition to the Suppliers SPC (with dual protection qualifications) including but not limited to possession masters; protection resources to implement possession protection arrangements; staff to isolate traction current, technical officers to implement a set of protection arrangements and protection on Network Rail Infrastructure.

"Stations" means areas to which LUL Rule Book 10 applies including buildings, equipment or facilities designed to be used by customers to access or leave a train.

"Track" means areas to which LUL Rule Book 17 applies including track, tunnels, embankments and other line side infrastructure.

"Traffic Circular" means the weekly Traffic Circular which contains diverse information such as, infrastructure changes, train service changes, events affecting LUL, notification of restrictions to LU operations and operational communications.

"Traffic Hours" means the term applying to the running line and is described as being when traction current is switched on (as published in the Guide to Switching Current On and Off subject to variance as published in an Engineering Notice) and trains are running (ref LUL Rule Book 17 for the definition of Traffic Hours).

"Underground Network" means the Company's railway network and includes all surface, sub-surface and deep tube lines.

"Work Request" means the work request e-form provided on the Company's access booking portal and which is completed by the Applicant to reflect the Access Plan and requirements for plant and equipment (including engineering trains) and specialist protection.



"Working Time" means a period of agreed access (including closures) in either Traffic Hours or Engineering Hours.

## 2 The Access Plan

- 2.1 The Access Plan shall be prepared by the Applicant in RailSys, where an electronic template guides the Applicant to describe what work is to take place, where and when work is planned to take place in the delivery of the **[Works/Services]**<sup>4</sup>. This is information displayed on the geographical interface.
- 2.2 RailSys will pre-populate parts of the subsequent access requests associated with each Accepted Access Plan.
- 2.3 When preparing the Access Plan, the Supplier shall ensure that the available Working Time is used efficiently and shall take account of the following in the access planning process:
  - (A) the information provided in the Local Station Access Arrangement Reference Files (the use of any potential storage areas identified by the Local Station Access Arrangement Reference Files remains subject to the Supplier obtaining the appropriate storage licences);
  - (B) the optimisation of Working Time if the work can be carried out in Traffic Hours;
  - (C) the minimisation of the number and duration of closures;
  - (E) the utilisation and extension of existing planned closures;
  - (F) the hours/shifts/days in the week required to be worked in order to comply with the Sub-Project Programme;
  - (G) the timescales for booking access and closures defined in paragraph 1.4;
  - (H) the sharing of access with Others and the minimisation of disruption of the work of Others;
  - (I) if the productivity of Engineering Hours working can be increased, safely, by completing the clearance of workers, materials tools and equipment tools in Traffic Hours and supports plans with method statements detailing appropriate measures for the protection of the public;
  - (J) the maximisation of working time during Engineering Hours when accessing the Track through a Station (where it is safe to do so, all persons, plant and equipment may be positioned within the Station ready to access the Track immediately on confirmation of traction current being turned off);
  - (K) a minimum call back time of 20 (twenty) minutes for Track access before the expiry of each shift of Engineering Hours (to allow for the safe removal of all

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<sup>4</sup> Amend as necessary to suit the Contract terms.



workers, materials, tools, equipment and the like) unless a shorter period is stated in Appendix 3 of this Schedule [Insert Schedule nr] (Access);

(L) any limitation on Engineering Hours specific to the work

stated by the Company in Appendix 3 of this Schedule [Insert Schedule nr] (Access);

(M) the time required for the Supplier to ensure the worksite is left clean and safe; and

(N) the Night Tube.

2.4 Should the Supplier need to work hours additional to those stated in the Accepted Access Plan (within the constraint of the maximum working hours available within the booked access types), the Supplier shall amend the Access Plan accordingly within RailSys..

2.5 The Applicant shall be responsible for checking for clashes (Clash Checking) in respect of access booked by Others and the Company by means of the geographical interface provided in RailSys. The Supplier shall also monitor the following publications:

(A) Engineering Look Ahead Notice;

(B) Engineering Notice;

(C) Nightly Engineering Protection Arrangements (NEPA); and

(D) Traffic Circular.

2.6 The indicative publication timescales (in advance of proposed work) for the above notices are as provided in Appendix 6

2.7 In the event that the Supplier attends any of the Sites and access is not provided by the Company in accordance with the Accepted Access Plan the Supplier shall complete the "Cancelled or Delayed/Curtailed Access Form" contained in Appendix 7 of this Schedule [Insert Schedule Nr] (Access).

2.8 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 RailSys number) are all condition precedents in respect of any entitlement to apply for a [Compensation Event]<sup>5</sup>.

### 3 Types of Access

3.1 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 works. The Applicant 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

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<sup>5</sup> Amend as necessary to suit the Contract terms.





binding.

**(A) Self Service Access**

Self Service Access is a category of access for undertaking non-exclusive and non-restrictive works on the Underground Network, using all necessary tools and equipment. It is valid for both Station and Track. The RailSys number is valid for only one access event at one location. It can be raised at short notice and the RailSys number is instantly raised without the need for approval.

Self Service Access is not Published.

**(B) 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 Works.

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

**(C) 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.

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. 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 restricts the area to the minimum required to deliver the works, and shall avoid unduly impeding the work of Others.

Restrictive Access will need to be Published.

**(D) 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.

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 restricts it to the minimum area required to deliver the works and shall avoid unduly impeding the work of Others.

Exclusive Access will need to be Published.

**(E) Emergency Access**

Emergency Access is access required to deal with an Incident as defined in Rule Book 2, or is required to rectify the failure of an asset which, if not rectified, would have a material adverse impact on passenger services. Emergency Access takes precedence over any other booking or request as directed by the Incident Officer.

**(F) Major Closures**

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

**(G) Minor Closures**

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

**(H) L&E Closures**

Lift & Escalator 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 Applicant shall liaise with the Access Manager to review the impact of the requested L&E Closure in the context of any other concurrent Underground Network closures. Where the Applicant is the Supplier, the Company's Representative may also participate in such liaison.

**(I) 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 8 of this Schedule [Insert Schedule nr] (Access) and a description of the typical work to which they apply, such a track possession, is also provided in order to assist the Applicant in identifying the type of access applicable to particular works.



- 3.2 For all closure requests the Applicant shall attend a Pre-Closure Request Meeting or Possession Meeting with the Access Manager before a Work Request is submitted by the Applicant for approval. Where the Applicant is the Supplier, The Company's Representative may attend such meetings.
- 3.3 Where the Company's Representative and Supplier agree a proposed closure has business justification, the Applicant shall confirm with the Access Manager the acceptability of such closure. Where the Access Manager confirms that the proposed closure dates are not acceptable the Applicant shall 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. Where the Applicant is the Supplier, the Company's Representative may also participate in such liaison. The Access Manager's decision as to the acceptability of a proposed closure or proposed alternative closures is final and binding.
- 3.4 The Access Manager may reject proposed closures on, including (without limitation) the grounds that if granted it would unduly limit journey opportunities. By way of guidance, and without limitation, examples of such a limitation of journey opportunities are:
- (A) a closure of a central London Station during a seasonal event,
  - (B) a closure of a key Station for access to a popular one-off event during the period of the event,
  - (C) a closure of a key branch for access to airport terminals during a peak travel weekend, or
  - (D) a closure of 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.

#### 4 Time Scales for Booking Access and Closures

- 4.1 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
Self Service Access	Yes (0)	Yes (0)	Yes	Yes



Type	Applicable to:			
	Station Access	Track Access	Working Time in	
			Engineering Hours	Traffic Hours
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>(ii)</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. The Supplier shall note that there is approximately a 30 minute delay between making a Self Service Access request and the number appearing on the track access control system. During this period the Supplier will not have access.
  - II. A Minor Closure may be applicable to Engineering Hours if a vehicle is being outstabled. Where no more than two vehicles are being outstabled at any single location the timescale for booking may, subject to the agreement of the Access Manager, be reduced to 90 days.
  - III. A Major Closure or Minor Closure in respect of a depot or siding may be required if the proposed works affects the operational railway.
- 4.2 At specific locations the minimum booking period for Major Closures and Minor Closures stated in the above table may be able to be reduced. Where a reduced period applies this is stated in Appendix 3 of this Schedule **[Insert Schedule nr]** (Access).
  - 4.3 The Supplier shall plan access as early as possible and in no event applies for access or closures after the Latest Request Date has past.
  - 4.4 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 except for Major Closures which remains unchanged.



## **5 Utilising Existing Closures**

- 5.1 The Supplier shall actively seek to utilise the Company's existing closure programme to progress the Works. A list of existing planned closures is provided at Appendix 1 of this Schedule [Insert Schedule nr] (Access).
- 5.2 The Supplier shall identify all possible opportunities to use the Company's existing closure programme and provides the information necessary to complete the Application to Work Form. The Applicant shall complete and submit the Application to Work Form to the Access Manager and the Company's Representative for approval. Such form shall be submitted a minimum of 15 (fifteen) weeks prior to the relevant closure start date. The Applicant shall attend the planning meetings for the relevant closure and the Supplier prepares for submission by the Applicant any information as may be requested by the Access Manager as part of this planning process. Where the Applicant is the Supplier, the Company's Representative may attend such meetings.
- 5.3 The Supplier may also propose an extension to an existing planned closure. The Company's Representative considers the proposal and where the business benefits more than offsets the increased customer disruption, authorises the Applicant to seek endorsement by the Access Manager. The Access Manager determines whether the request should be taken forward as a formal application and advises the Applicant 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.
- 5.4 The Supplier recognises the level of disruption and limitation of journey opportunities which result from closures and where the Contactor plans any change to the scope or type of works to be undertaken under an existing closure, seeks the approval of the Company's Representative accordingly. The Applicant seeks consent for the change from the Access Manager. The Supplier accepts that if the Access Manager or the Company's Representative considers that 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 it is not a compensation event and the Supplier shall submit a revised Access Plan for acceptance by the Company's Representative.

## **6 Booking and Arranging Access**

- 6.1 The Applicant books and co-ordinates access to the Site with the Access Manager in accordance with the Work Request/RailSys process and the Accepted Access Plan. The Supplier accepts that access to the Sites will be refused without a valid RailSys number and the Supplier checks that it is in possession of a valid RailSys number for all access requirements detailed on the Accepted Access Plan. If the Supplier is not in possession of the same it shall advise the Company's Representative accordingly.
- 6.2 The Supplier shall comply with the requirements of the use of Sentinel (Network Rail's Access and Competency System), particularly in the context of access control at the point of Site entry. The Supplier shall note that individuals will be refused access to Sites without a valid Sentinel card.

## **7 Training, Certificates, Identity Cards and Entry Permits**



- 7.1 The Supplier is responsible for ensuring that all employees and agents of the Supplier including any of the Supplier's subcontractors are suitably trained, competent and carry the appropriate and requisite certification for performing the roles required of them in carrying out the works.
- 7.2 The Standards, and in particular QUENSH and the rule book(s) set out the training and certifications required to be met by the Supplier.
- 7.3 The Supplier is responsible for arranging, booking, and paying for all requisite medicals, training and certification of employees and agents of the Supplier including any of the Supplier's subcontractors. Details of the cost and process for booking LUL arranged training / certification courses are provided within Schedule [Insert Schedule nr]
- 7.4 The Supplier is responsible for all and any costs, charges and expenses arising from or associated with the process of arranging, and booking of all requisite medicals, training and certification of all employees and agents of the Supplier including any of the Supplier's subcontractors.
- 7.5 The Supplier shall allow a minimum of 28 days' notice period for all Company provided training and certification courses. This must be included on the programme for acceptance. Any time period less than this cannot be guaranteed, and although efforts may be made to facilitate wherever possible, the Supplier does not rely on such reduced time periods being accommodated.

At the [Commencement Date]<sup>6</sup> of the Contract, the Supplier must produce a competency matrix for all Supplier's staff or personnel involved in undertaking the Works detailing the training, certification and other competency information held on record. The Supplier shall update the matrix throughout the Contract duration maintaining current records and shall make these available on request of the Company's Representative.

## **8 London Underground Access control**

- 8.1 All employees and agents of the Supplier including any of the Supplier's subcontractors require a Sentinel smartcard endorsed with the Industry Common Induction (ICI) competence plus the LUL-ICI endorsement in order to access the Sites and carry out works on London Underground operational infrastructure.
- 8.2 The Supplier shall register to become a Sentinel Sponsor 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)
- 8.3 All sponsors and 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>
- 8.4 The Smartcard is specific to an individual and is not transferable.

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<sup>6</sup> Amend to align with the defined term used in the Contract



- 8.5 All employees and agents of the Supplier including any of the Supplier's subcontractors shall carry their smartcard at all times when working on operational underground network property and present them to any authorised representative of the Company 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 site. A smartcard is not required when working solely on non-operational underground network property.
- 8.6 The smartcard does not entitle the Supplier's staff or personnel to any benefits other than permitting access to the Sites for the purpose of carrying out works during the agreed hours of work.
- 8.7 Details of required courses and medicals are detailed in QUENSH.
- 8.8 Exceptions to the smartcard process:
- (A) for certain exceptional access circumstances it may not always be practical or cost effective to enrol the Sub-Contractors or Others onto the Sentinel scheme.
  - (B) such scenarios whereby temporary LUA-LUL paper certificates are issued would be:
    - (1) specialised Sub-Contractors or suppliers requiring limited access; and
    - (2) survey work requiring limited access
- 8.9 If the Company's Representative decides to permit exceptional access to Sites or other working areas, the Supplier shall obtain the Company's Representative's written acceptance regarding the personnel and work activities prior to commencement on site.
- 8.10 Any person attempting to gain access to the Sites or other working areas who is not in possession of a valid LUCAS or Sentinel smartcard is treated as a visitor. All visitors, except for authorised collection or delivery drivers, are escorted or supervised at all times by an authorised person whilst on site.
- 8.11 The Supplier shall maintain a register of all visitors including:
- (A) name;
  - (B) employer;
  - (C) nature of business / persons being visited;
  - (D) time in;
  - (E) time out; and
  - (F) supervisor/escort name including signature.
- 8.12 The Supplier shall provide a health and safety site briefing to the visitor. After completing the health and safety site briefing, the Supplier shall ensure that the visitor signs a form to confirm that they have received the briefing and understand the site rules and their respective responsibilities as a visitor.
- 8.13 The Supplier shall issue the visitor a temporary pass that is valid for a maximum 24 hours and with expiry date and time is clearly indicated.



- 8.14 The Supplier shall ensure the temporary pass is returned when the visitor leaves the site and shall maintain a list of lost passes.
- 8.15 Lost electronic visitor passes shall be de-activated immediately on the Supplier being made aware of the loss.
- 8.16 When booking in and out of the Sites, the Supplier's staff and personnel shall report in, record entry and exit, and present their smartcards when and where required, in accordance with the local access control arrangements.

## **9 Access within the Railway Environment**

### **9.1 Engineering Trains**

Engineering trains may be available from the Company for transportation of plant and materials and equipment to and from platforms in Stations together with other specialist mechanised plant for the delivery of the Works. The Applicant shall submit a Work Request detailing the requirements for engineering trains and mechanised plant to the Access Manager in accordance with the timescales set out in Appendix 5 of this Schedule **[Insert Schedule nr]** (Access). The Supplier shall provide the Applicant with all the information relating to engineering trains and mechanised plant required by the Work Request. Where the Supplier is the Applicant, it shall seek the approval of the Company's Representative before the formal submission of the Work Request to the Access Manager.

Where the Supplier cancels the booking for an engineering train or other mechanised plant, the Supplier shall compensate the Company as follows:

- (A) cancellations made at least 56 (fifty-six) days in advance of the date on which the train has been booked to run – no charge will be levied by the Company; and
- (B) cancellations made at less than 56 (fifty-six) days in advance of the date on which the train has been booked to run – the full price will be charged by the Company in accordance with the prevailing charges detailed in Appendix 10 of this Schedule **[Insert Schedule nr]** (Access).

The Supplier shall direct any requests to amend a booking for engineering trains or mechanised plant to the Access Manager and the Company's Representative in compliance with the minimum timescales set out in Appendix 5 of this Schedule **[Insert Schedule nr]** (Access). Requests to amend the make-up of engineering trains will be subject to availability.

The Supplier is responsible for ensuring that all mechanised plant provided by the Supplier are approved by the Company and have route clearance for the area involved. Access for all mechanised plant provided by the Supplier shall be booked by the Supplier through the Access Manager and the Company's Representative in the same manner as for engineering trains or mechanised plant provided by the Company, as described above and is subject to the same minimum timescales set out





in Appendix 5 of this Schedule [Insert Schedule nr] (Access).

Engineering trains, rolling stock and mechanised vehicles' paths shall be subject to optimisation planning by the Access Manager at 56 (fifty-six) days prior to the week of the requested date. The intention of this process is to:

- (A) maximise the nightly use of the available resources, trains, rolling stock, loading gangs, crews;
- (B) maximise train pathing opportunities and time at site;
- (C) maximise the access to the infrastructure to all parties requiring access;
- (D) promote opportunities to share engineering trains between requesters in order to optimise available access and/or resources; and
- (E) meet business needs and/or priorities.

In the event that it is required to re-schedule a requested engineering train, the Access Manager will use reasonable endeavours to provide an alternative and equivalent booking as close to the original date as possible.

## 9.2 Protection

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 Applicant shall seek formal approval for the agreed protection arrangements (including provision of agreed Specialist Protection resources) by submitting a Work Request.

The Supplier shall provide a minimum of 1 qualified Site Person in Charge (SPC) for each work party.

The Supplier's SPC, working 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 and from the Sites, as such there should be no need for additional protection staff to be employed.

In the event that an additional Specialist Protection resource is required, the Supplier shall advise the Company's Representative accordingly. The Applicant shall request the additional Specialist Protection resource from the Access Manager a minimum of 21 days before the Specialist Protection is required. Where the Supplier is the Applicant it 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 resource that may be required. The Access Manager's review shall be conducted in consultation with the Applicant and where the Applicant is the Supplier, in consultation with the Applicant and the Company's Representative. Any Specialist



Protection will be arranged by the Access Manager and provided by the Company.

The cost of Specialist Protection staff will be charged back to the Supplier in the event of cancellation (or non-utilisation) on the following basis:

- (A) cancellations made 96 hours or more in advance of the activity start date – no charge will be levied by the Company; AND
- (B) cancellations made less than 96 before the job start date – the full cost will be charged to the Supplier and shall be accounted for as a TfL Supplied Resource.

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



## Appendix 1 List of Existing Planned Closures

The planned closures relevant to the Site are<sup>7</sup>:

Ref:	Location	Nature of planned works	Start Date	Finish Date
1.				
2.				
3.				
4.				
5.				
	Add additional lines as necessary			

**Optional Statement:** [The Supplier shall liaise with the Company's Representative to obtain current information on the Company's existing closure programme].

---

<sup>7</sup> The table should be populated with all existing Closures that have the potential to be useful to the Supplier for the delivery of the works or the optional statement included.



## **Appendix 2**

### **Accepted Access Plan**

[For tendering purposes include the current version of the Access Plan. At the point of contract award the Access Plan included at Appendix 2 should be the tendered Access Plan or an updated version of the tendered Access Plan, if changes in access have been agreed with the Supplier as part of the tender process. An Access Plan should always be included in the signed contract and becomes the first Accepted Access Plan.]



### Appendix 3

#### Limits on the Time Period of Engineering Hours

1. The call- back period is [\_\_\_\_\_] minutes<sup>8</sup>
2. The time period for working in Engineering hours is restricted as follows:
  - a. [Insert details<sup>9</sup>]
3. The reduced minimum periods for booking Closures are [not applicable/as stated in the following table.]<sup>1011</sup>

Location	Closure Type	Reduced minimum booking period

---

<sup>8</sup> State the minimum call-back period for Track access where is different from the standard allowance of 20 minutes.

<sup>9</sup> Any restrictions on the on the working time available to the Supplierr in Engineering Hours which are project specific must be stated here. If there are no project specific constraints state 'None'.

<sup>10</sup> Delete as applicable

<sup>11</sup> For works at certain locations the minimum booking periods for Minor and L&E Closures may be reduced, for example, in respect of Stations an indicative list of locations is provided at intranet location [http://luintranet.tfl/static/documents/operational-support/Appendix\\_6\\_Stations.pdf](http://luintranet.tfl/static/documents/operational-support/Appendix_6_Stations.pdf), where the minimum period for booking a Minor Closure may be reduced from 222 to 90 days. The table should only be populated in discussion and agreement with the nominated Access Manager.



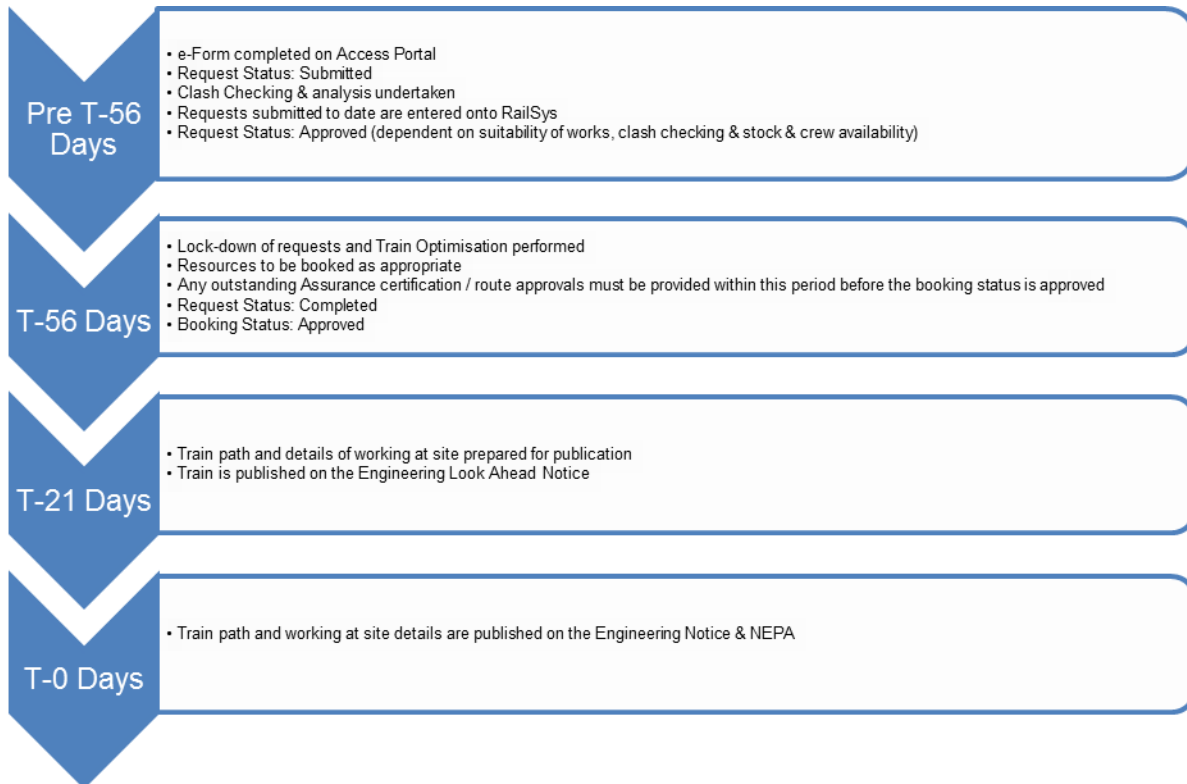
## Appendix 4 Application to Work Form

Multi-Worksite Possession Team Application to Work Form					
Date of Application			Week No.		<b>Equivalent Engineering hours shifts</b>
Date of Possession			Week No.		
<b>Responsible manager for work</b>	Name				
	Organisation		Cost Centre		
	Contact number		E mail:		
Scope of work: Brief Description					
Chainage					
<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	
Engineering Trains					
<b>Are Engineering trains working in your worksite</b>		Yes	If Yes, how many and which type:		
		No			
Road Rail Vehicles (RRVs)					
<b>Are EHs Possessions required to Outstable RRVs prior to Closure</b>		Yes	<b>Are EHs Possession required to return RRVs following Closure</b>		Yes
		No			No
Comments					
On Track Plant / machinery					
<b>Are any On Track Plant / machinery Working in your worksite</b>		Yes	If yes ensure you enter all information correctly in the respective boxes below		
		No			
<b>Line(s) Affected</b>	<b>Access</b>		<b>Egress</b>		
Resources					
<b>Are any specific resources required for your worksite</b>		Yes	If yes ensure you enter all information correctly in the respective boxes below		
		No			
<b>Are all staff on site Track Accustomed certificated?</b>		Yes	If no ensure, adequate time is allocated to clear line(s) of all non cert. staff to allow passage of Engineering train if applicable		
		No			
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 5

### Request Lifecycle for a Train or Motorised Vehicle Request

The timescales for booking an engineering train or other mechanised vehicle is described in the following flow chart.



Note: 'T' indicates the Monday of the week that the train or vehicle is booked to work in.

The process at each stage is summarised as follows:

a. Pre T-56 Days

A Work Request for a train can be submitted by the Applicant at any time prior to T-56 days. All requests will be made by the Applicant comprehensively completing all the requisite screens of the Work Request. The Work Request is the sole means by which Transplant engineering vehicles can be booked and requested and there is provision on the Work Request to provide specific details as to the make-up of each train (if the consist is known). The Access Manager will assist the Applicant as necessary in planning and requesting trains or access for mechanised vehicles.

b. T-56 Days

All planning for engineering trains, train paths or mechanised vehicles must be completed & received by T-56 days, after which train optimisation will be carried out by the Access Manager.

From T-56 days onwards the requested access for an engineering train or mechanised vehicle will be entered onto RailSys and a check for any clashes can be carried out. The Access Manager will update the request's status to 'Completed' if there are no clashes or impediments pertaining to the request at that time. If there is a clash at this stage, the



Access Manager will assess whether the clash is likely to be resolvable by the train optimisation process and will work with the Applicant to identify potential alternative dates.

The Access Manager and Applicant will agree the engineering train paths, confirm the engineering train's method of working at site; access and egress to the worksite for mechanised vehicles and/or personnel, and carry out protection planning.

The Access Manager will update the Booking status to 'Approved'.

c. T-21 Days

At this time the train path, and details of the train or mechanised vehicle's working at site, will be prepared for publication. These details will be included on the Engineering Look Ahead Notice.

d. T-0 Day of the Works

The Engineering Notice is published with full details of the train or mechanised vehicle's path and its working at site.

#### Network Rail Infrastructure

Notwithstanding the timescales stated above, where engineering trains or other mechanised vehicles are required and which need to be positioned on Network Rail infrastructure in order to deliver the Works, a Work Request for the provision of such vehicles shall be submitted to the Access Manager before T-365. The Access Manager will advise the applicable timescales for confirmation of booking following consultant with Network Rail.





## Appendix 6

### Indicative Timescales for the Publication of Engineering Look Ahead Notice and Engineering Notices

T - 4 weeks							T - 3 weeks							T - 2 weeks							T - 1 week							Work due this week													
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday							
				Closing date for draft ELAN						Draft ELAN published for requests comments																															



## Appendix 7 Curtailed 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: <small>(tick one)</small> Canceled: <input type="checkbox"/> Delayed / Curtailed: <input type="checkbox"/>					
Date: <small>(shift start)</small> Day: ____/____/____ Night: <small>(start)</small> ____ - <small>(end)</small> ____/____/____					
Access Authority Details: <small>(must be valid)</small>					
Booking Ref. (1): <input type="text"/>			PICER Ref <small>(copy required)</small> _____		
Booking Ref. (2): <input type="text"/>			Access Type: TRACK / STATION / OTHER <small>(Circle as applicable)</small>		
<small>All details Mandatory</small>					
Access Location <small>(or Code):</small>			Work Location or Code <small>(+ SB/NB/EB/WB):</small>		
Station Supervisor Name:			Track Current Sections Booked Out <small>(ref required):</small>		
Work to be done <small>(brief details)</small>					
Time Booked on Station:	Time Booked on with TAC:	Call Back Time given by TAC:		TAC Ref. No:	
Planned Start time:	Actual Start time:	Planned finish time:	Actual finish time:	Total Shift or Time Lost:	
Reporters Details: <small>(mandatory)</small>					
Name:		Company		Contact No. Email	
LU Accountable Manager Details:					
Name:		Directorate / delivery Group		Contact No. Email	
Contractors / Sub-Contractors affected: <small>(mandatory)</small>					
Contractor	Ops in work Party (no.)	Contractor	Ops in work Party (no.)	Contractor	Ops in work Party (no.)
Cause of Lost Time / Shift <small>(mandatory)</small>					
Engineers Train Y/N	Train ref. no.	Was train published in ENLA?	If so, which no?	Was Train published in Eng Notice?	If so, which no?
	Reason for late running (if known)				
Passenger Train Y/N	Train ref. no.	Line	Direction (circle one) SB / NB / EB / WB	Destination	
	Reason for late running (if known)				
Other Contractor	<input type="checkbox"/>	Name			
LU Supervisor	<input type="checkbox"/>	Name			
Late Book on TAC	<input type="checkbox"/>	Details			
Early call back TAC	<input type="checkbox"/>				
Other	<input type="checkbox"/>				
Signature of station supervisor				Was further investigation completed by DOE / DOME? Y / N	

This form must be faxed to XXXXX or emailed to XXXX



## Appendix 8

### Access Subcategories

Station works			
Access Type	Booking Description	Days	Work Type Description
Self Service Access	Self Service Access	0	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 Site	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>Days</b>	<b>Work Type Description</b>
Self Service Access	Self Service Access	0	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 Site	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.



<b>Track</b>			
<b>Booking Description</b>	<b>Booking Description</b>	<b>Days</b>	<b>Work Type Description</b>
	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.
	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 Cont'd	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.



<b>Track</b>			
<b>Booking Description</b>	<b>Booking Description</b>	<b>Days</b>	<b>Work Type Description</b>
	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 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 Rule Book
	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 Rule Book.
Exclusive Cont'd	Exclusive - Specified Area	56	For the running of engineering machines e.g. trains, RRVs on the railway. As defined in the 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.



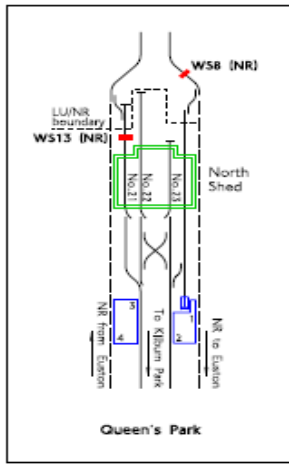
## Appendix 9

### Network Rail Interface Locations

[To check that the Network Rail Interface Locations document included in this template is still current please contact the Access Team by emailing [ATP@tfl.gov.uk](mailto:ATP@tfl.gov.uk). Any amended document should be included here and the original template document deleted.]

# Bakerloo line

TOS: 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 is 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 TOS for reversing the service in emergency only.

<b>Richmond-SW</b>	Network Rail owned station (with SFO, may be other TOC's)
<b>TOS</b>	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

Ealing Broadway - Station Agreement. FGW is the Station Facility Owner. LU is the customer but owns the Central and District line platforms.



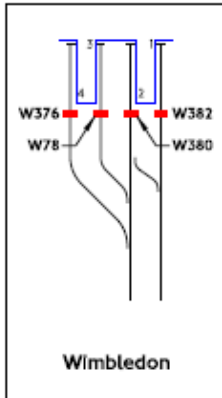
West and South Ruislip - Station Agreements. LU is the station owner. Chiltern Railways is LU's customer but manages its own platforms.

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

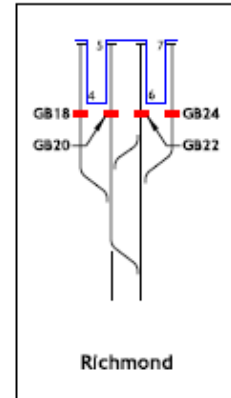
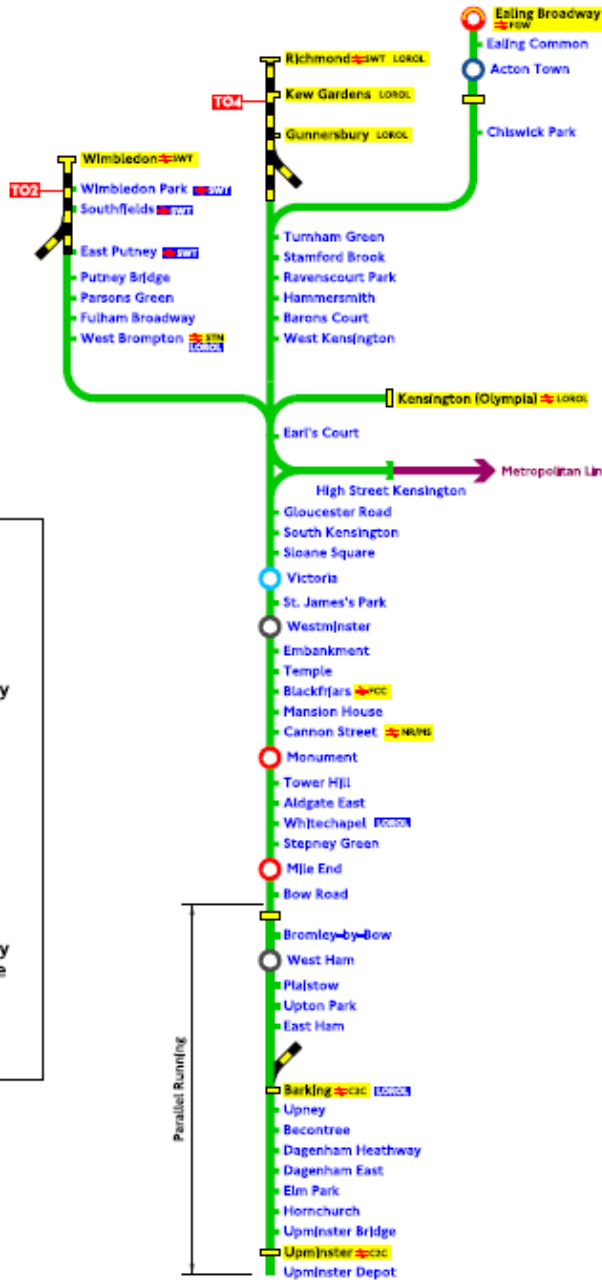
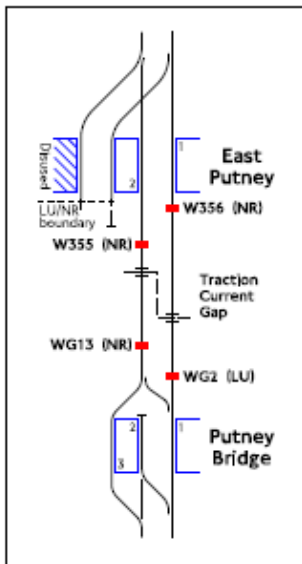
**Richmond-ew:** Network Rail owned station (with SFO, may be other TOC's)  
**TOA** Track Agreement  
 Location of Track Agreement

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

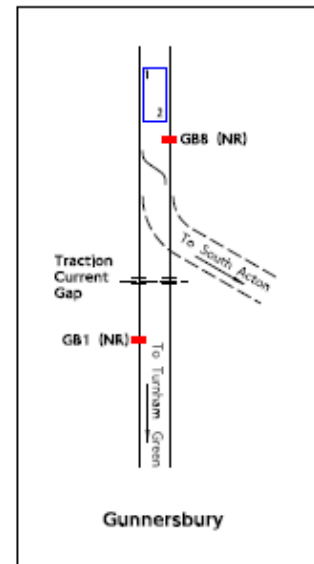
# District line



T02, East Putney to Wimbledon Track Agreement. Gives South West Trains a diversionary and empty stock route. Network Rail supplies the traction current and signal operation but is 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.

**Richmond** Network Rail owned station (with SFO, may be other TOC's)

**T02** 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



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. C2C is the customer but manages its own platforms.

Stratford - Station Agreement. High level platforms and subways - NXEA are the Station Facility Owner. LU (Central line) is the customer, but staff Central line platforms.

<b>Richmond - owl</b>	Network Rail owned station (with SFO, may be other TOC's)
<b>TOJ</b>	Track Agreement
<b>■ ■ ■</b>	Location of Track Agreement

Created: 30 March 2012

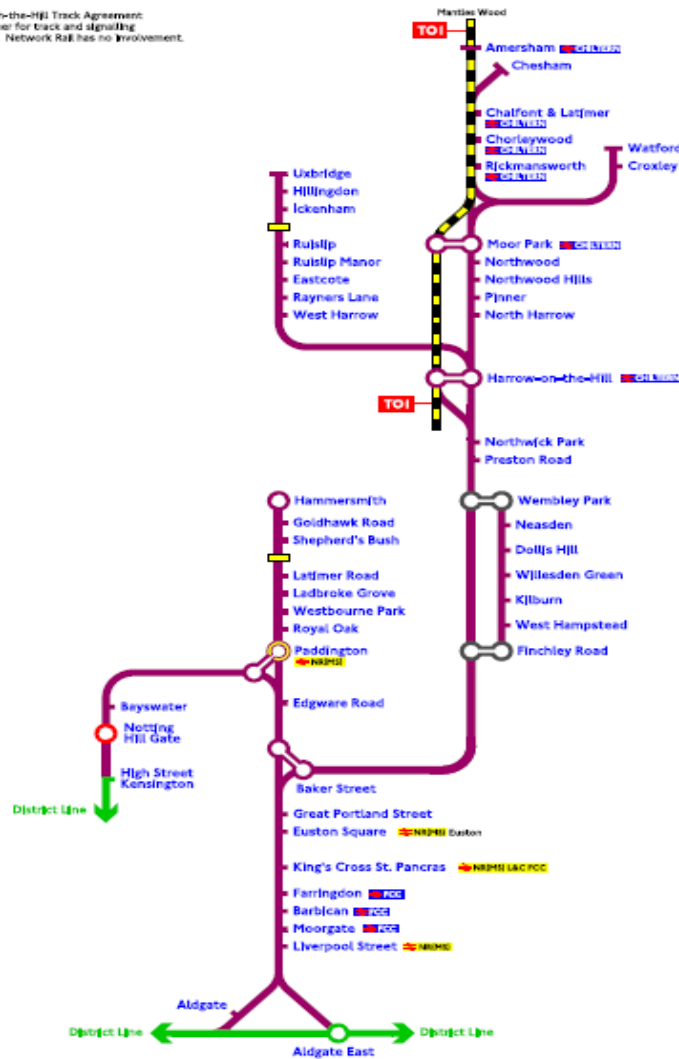
For details of Land and Property boundaries refer to Site Specific Engineering arrangements SE-J and LNW-J

Developed by Infrastructure Protection, Rail Power & Signalling Group - John KRFA



# Metropolitan line

TOI - Mares Wood - Harrow-on-the-Hill Track Agreement  
 Chiltern 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. LU is the station facility owner. Chiltern Railways is the customer. Chiltern 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.

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

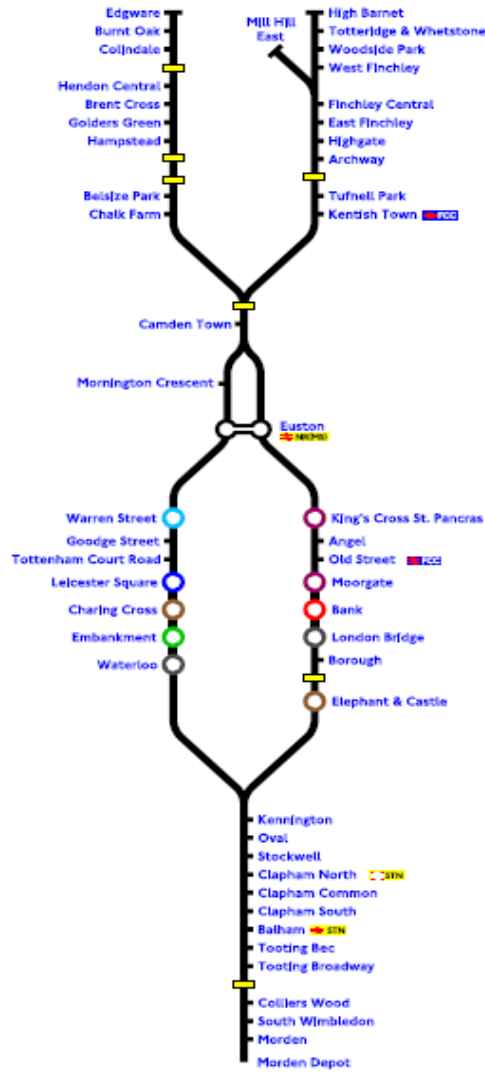
For details of Land and Property boundaries refer to Site Specific Engineering arrangements LNE-M, LNW-M, SE-M and WN-M

Created: 30 March 2012

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# Northern line



Kentish Town - Station Agreement: LU is the Station Facility Owner. FCC is the customer but manages its own platforms.

Old Street - Station Agreement: LU is the Station Facility Owner. FCC is the customer but manages its own platforms.

	Network Rail owned station (with 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-N, LNW-N and SE-N
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# Piccadilly line



Finsbury Park Station Agreement: LU and FCC are joint Station Facility Owners. Both will work in partnership and no cross-charging will take place.

<b>Richmond-own</b>	Network Rail owned station (with SFO, may be other TOC's)
<b>TO3</b>	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



# 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 Train Services is the customer but manages its own platforms.

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

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

<b>Richmond-sew</b>	Network Rail owned station (with SFO, may be other TOC's)
<b>TOA</b>	Track Agreement
<b>■ ■ ■</b>	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

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## Appendix 10

### Charges for the Company's Engineers Trains<sup>12</sup>

Standard charges for prevailing in financial year 1<sup>st</sup> April 2018 to 31<sup>st</sup> March 2019

Class/ Code	Description	Standard 2015/15 Charge
A	Class A Non-coupling Train	£6,300
B	Class B Long Welded Rail Train	£14,200
C	Class C Uncoupling train with loading gang	£11,600
D	Class D Uncoupling train without loading gang	£8,700
E	Class E Ballasted Track Replacement including T3 (price for weekend)	£229,000
H	DISAB (Ballast Sucker) 8 hour shift	£10,800
L	Technical and Operational Support (8 hour) per person	£580
LG	Loading gang 8hr shift (up to 5 operatives)	£2,900
M	Technical and Operational Support per hour per person	£71
P	Crane, Roll Loader, Track Relaying Machine	£3,000
T1	Plain Line/ P&C Tamper 8hr shift	£8,300
T2	Plain Line/ P&C Tamper 12hr shift	£11,400
T3	Plain Line/ P&C Tamper 8hr shift in train formation	£12,800
T4	Plain Line/ P&C Tamper 12hr shift in train formation	£15,200

<sup>12</sup> The table of charges should be updated to reflect those which will be current at the start of the Contract. Where a contract extends over a number of financial years a mechanism for uplifting the charge rates should be stated. If engineering vehicles are not required for the works then the table may be deleted and replaced with the words 'Not Used'