

# Deviation Certificate

(In accordance with the Railway Group Standards Code and Standards Manual)

**Deviation number: 19-004-DEV**

## 1. Problem statement

To allow trials of the High Output Protection Zone procedure to go ahead a non compliance is required against Clauses 3 and 10 to allow a Engineering Supervisor (ES) / Safe Work Leader (SWL) to be identified within High Output Protection Zone and for them to be used to setup a safe system of work.

## 2. Title of deviation certificate

Currently trialling in Scotland / Newcastle area with additional trials planned on Anglia and East Midlands routes - High Output starting to plan the use of Protection Zoone (PZ) as business as usual (BAU).

## 3. What is the requirement you can't comply with?

Requirement Number:	Document Number:	Issue Number:	Issue Date:	Title of document:
3 and 10	GERT8000-HB12	Six	02/09/2017	Duties of the engineering supervisor (ES) or safe work leader (SWL) in a possession

### 3 Setting up the work site

Please refer to RGS for full text of requirements.

### 10 Giving up the work site

Please refer to RGS for full text of requirements.

## 4. Why can't you comply with the existing requirement?

The project requires the addition of the High Output Protection Zone as reason why a line should be considered to be blocked to allow trials to take place to evaluate the procedure.

## 5. Where can't you comply with the requirement?

Currently trialling in Scotland / Newcastle area with additional trials planned on Anglia and East Midlands routes - High Output starting to plan the use of PZ as BAU.

This application is to cover High Output operations (Ballast Cleaning System (BCS), Track Renewal System (TRS), Follow-up Stamp (FUT)) only nationally. The trial will be for Track Circuit and Axle Counter areas (as per trial strategy).

## 6. What are you proposing to do instead of the existing requirement?

The project intends to introduce the Protection Zone arrangement as BAU within High Output. Protection Zone is currently the subject of an ongoing trial in the Scotland / Newcastle area with additional plans to introduce Protection Zone for work on the East Midlands and Anglia routes.

If the trial is successful, the project team would suggest the following changes to the Rule Book.

These clauses details how the ES / SWL may set up a worksite and give up a worksite to a Person In Charge Of a Possession (PICOP) within a T3 possession, the High Output Protection Zone will require multiple train movements and a temporary deviation is required that an ES / SWL works outside of a T3 Possession.

Each trial site will be assessed by the High Output project team that will allow an informed decision by the project teams about the suitability of the site for a trial. All staff involved in each trial will be briefed on the procedure to make sure that they fully understand the procedure and their role in it. Feedback will be gathered after each trial and if improvements to the procedure are highlighted the project will make the necessary amendments.

The mitigation of this risk is covered in the Principle of Operation for High Output Protection Zone procedure and the trial operation manual, in that the High Output is already protected by a signal maintained at danger with reminder appliance in place and supplementary protection that disables the signalling system.

## 7. How long would you like the deviation to last and is there anything that would affect the length of the deviation?

Start date	End date
20/02/2019	30/06/2020

Deviation needed while conducting a trial.

## 8. Demonstrate that what you are proposing to do instead is reasonable.

The project aim is to improve track worker safety by removing the need for possession support staff to go trackside to place standard possession protection (Possession Limit Board (PLB), detonators, and Work-Site Marker Boards (WSMBs)). The use of this procedure will improve safety for the staff involved in the High Output Protection Zone work as it has been removed from the traditional possession arrangements that could include other engineering trains or movements in the same area.

The project believes that only having one person setting up safe systems of work for the High Output Protection Zone procedure will remove the possibility of confusion and incident by reducing the amount of communication involved in possession set up.

## 9. Demonstrate consultation with all affected parties has been carried out and their agreed support.



Network Rail High Output Team.

**10. What alternative options have been rejected and the rationale?**

None.

**11. What supporting documents/information are you providing?**

Attachments:

1) Network Rail's application tracker dated 06/11/2018 (HB12).

**12. Is the certificate for a project requiring authorisation for placing in service under the Railways (Interoperability) Regulations 2011?**

No

**13. Applicant details and status**

<b>Applicant job title</b>	<b>Applicant company/ organisation</b>	<b>Applicant company/ organisation address</b>
Route / Project contact	Network Rail	The Quadrant: MK, Desk MIK-03-B-16, Elder Gate, Milton Keynes MK9 1EN

Applying as:

- The party who must currently comply, or may reasonably be expected to have to comply in the future, with the requirement.

**Your reference number**

Tracker No. 41140

<b>Applicant's signature</b>	<b>Head of Operations Principles and Standards</b>	<b>Date</b>
		29/11/2018

<b>Name of Committee</b>	<b>Date of meeting</b>
Traffic Operation and Management	05/02/2019

<b>Authorised by Director of Standards:</b>	<b>Date of Authorisation:</b>
Approval No. 2285	25/02/2019