

# RAILTRACK

*Safety & Standards*

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<b>Briefing Notes for:</b>	<b>Safe Asset Management - Tunnels</b>	
<b>Document No:</b>	<b>GC/RT5180</b>	<b>Issue: Two</b>
<b>Subject Committee(s)</b>	<b>Track and Structures</b>	
<b>Issue date:</b>	<b>June 2000</b>	
<b>Initial Compliance Date</b>	<b>December 2000</b>	

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## **BACKGROUND**

This Railway Group Standard RGS is being revised principally to cater for the introduction of train speeds above 125mph.

At the same time, amendments in relation to the following have been made:

- the scope has been more clearly stated;
- the RGS has been amended to take into account the findings of a recent special investigation into the level of compliance and appropriateness of the RGS;
- the RGS has been brought up to date in terms of current style and conventions.

## **KEY CHANGES INTRODUCED BY THIS RAILWAY GROUP STANDARD**

### 1. Purpose

The text has been amended to clarify that the RGS relates primarily to the structural integrity of existing tunnels. Two further RGSs are proposed, one dealing with the design of new tunnels, the other dealing with the safe operation of tunnels

### 3. Definitions

Definitions for Blind, Closed and Hidden Shafts have been added.

The definition relating to “Maintenance” has been amended to reflect the changes in the text of the RGS. There is now only one category of maintenance (but see also clause 5.4.4).

Changes to the definition of a tunnel have been made. The term now includes “shafts, adits and portals”, The other changes bring the definition in line with that proposed for GC/RT5100. It is intended that the definition will be common to both RGS.

### 5.2. Tunnel management strategy

#### 5.2.1. Provision

There is now no reference to the production of a plan for producing “Tunnel Management Policies/Strategies” because it is considered that sufficient time has elapsed for this to have been established. The timescales are now identified in the Compliance section of the document.

Additional bullet points have been added. These relate to:

- creation and upkeep of the planned maintenance programme;
- procedure for reporting any change in use of land above or adjacent to tunnel.

The reference to water has been amended to provide more flexibility. This acknowledges that the emphasis on managing water between the track maintainer and the tunnel maintainer will vary

considerably between tunnels.

The reference to marking has been clarified.

#### 5.2.2. Review

There is now a requirement to amend the tunnel management strategy if appropriate, following a review.

#### 5.3. Assessment of fitness for purpose.

An additional clause has been added to cater for the introduction of higher speed trains.

#### 5.4.3. Monitoring

A clause requiring action to be taken to protect the safety of train operations has been added.

#### 5.4.4. Maintenance

There is now a single clause dealing with maintenance. The distinction between maintenance, remedial measures and renewal has been removed except in relation to technical approval procedures.

The bullet points now represent an amalgam of previous factors. Reference to “cover” has been introduced. Reference to planning requirements has been deleted. Reference to other works being carried out simultaneously and track conditions have been added.

#### 5.5. Marking of distances and positioning of shafts

The text has been clarified, particularly with respect to blind, closed and hidden shafts (see also definitions).

#### 7. Best Practice

A new clause has been introduced.

#### 9. Records

Reference is made to GC/RT5100. Wording intended to help in meeting the requirements of GI/RT7001 have also been included.

### **COMPLIANCE REQUIREMENTS**

The general requirement date is 2 December 2000 but with the following exceptions.

- For Tunnel Management Strategies to be in place the following dates are included:
  - 1 June for track categories 1A, 1, 2, and 3
  - 1 June 2002 for track categories 4, 5, 6.
- For Marking Tunnels as required in Clause 5.5, 1 July 2001.