

RAILTRACK

Safety & Standards

SAFETY JUSTIFICATION

ISSUE: I

DOCUMENT INFORMATION

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PART 1 – SCOPE OF SAFETY JUSTIFICATION

This Safety Justification describes the rationale behind the controls relating to installation of both signalling and operational telecomms equipment activities on Railtrack-controlled infrastructure or which could affect operational safety on Railtrack-controlled infrastructure detailed in new Railway Group Standard - GK/RT2080 – Installation of Signalling & Operational Telecomms Equipment.

The requirements set out in this standard are derived, for the most part, by a systematic examination of the detailed requirements in the GI/IH0001 - Signalling Installation Handbook and then identifying from them the higher level principles. There are no fundamentally new requirements identified and the requirements reflect established best practice.

GI/IH0001 is to be removed as a Railway Group Standard and transferred to Railtrack Line's ownership.

PART 2 – RISKS BEING CONTROLLED

This standard does not, with one or two minor exceptions, attempt to mandate any technical requirements for signalling and telecomms systems and equipment. The standard is focused on installation processes and methods with two key areas of risk being addressed:

- Risks which could affect the safety of the railway while the installation work is being carried out, such as obstruction of signal walkways, excavations near or under the track, and
- Risks which could arise during the subsequent operational life of the systems and equipment as a result of errors and defects (particularly those which are not easily detectable by testing activities) such as obscuring signals, connection of electrical tools and equipment to signalling systems or power supplies,

Part 3 SUMMARY OF CONTROLS

The controls identified to address the risks outlined above are divided into five sections:

- Control of installation work
- Installation work on or about the operational railway
- Installation practices (general)
- New work
- Like-for-like replacement work

The first of the sections addresses the management of installation work and key processes required to support the installation activity, this will include planning the work, using competent people, assessing any particular risks, use of best industry practice, supervision of the work, ensuring the work is constructed and installed in accordance with the design, keeping of relevant records and testing of the work.

The next two sections contain detail about particular activities and the safeguards necessary to prevent the safety of the operational railway being jeopardised. These include that measures are to be applied to prevent electrical contact between operational circuits and non-operational circuits or equipment, plant and premises are to be secured against unauthorised access and all tools, meters and other measuring devices used for installation purposes shall be fit for purpose and used correctly so as to avoid damage to equipment and hazards to operational systems and equipment.

The last two sections set out additional requirements for new work and for like-for-like replacement work. In the latter case the requirements are derived from the Signalling Maintenance Testing Handbook.

Part 4 – COSTS AND BENEFITS

The development of the Railway Group Standard and the transfer of the Signalling Installation Handbook GI/IH0001 are concerned principally with achieving an appropriate level of prescription for the current industry structure. The higher level requirements specified in the Standard retain the core requirements for risk control while ensuring that the devolved prescriptive requirements are adequately maintained by Railtrack Line.

The development is part of a broader initiative to produce an improved suite of S&T documents, achieving the appropriate balance of prescription and necessary alignment between Railway Group Standards and Railtrack Line. There are no significant new requirements resulting from the issue of the standard, leaving the cost of compliance largely unchanged.

Part 5- CONCLUSIONS

The issue of the new Railway Group Standard together with the transfer of the Signalling Installation Handbook GI/IH0001, retains the core requirements for risk control whilst removing unnecessary prescription. It contributes to an improvement in the structure of S&T documentation without imposing costs on the industry. On this basis it is concluded that the issue of the GK/RT0208 is justified.