



Briefing Note

Documents for Project 06/127 - Permissive Working

New documents

Document number	Document title	Issue
GK/RT0044	Permissive Working	Two
GK/GN0644	Guidance on Permissive Working	One

Documents to be withdrawn

Document number	Document title	Issue
GK/RT0044	Controls for Signalling a Train onto an Occupied Line	One

Standards Committee(s): Control, Command and Signalling (CCS) and Traffic Operation and Management (TOM)

Issue date: 01 June 2013

Document comes into force: 07 September 2013

Background

Project 06/127 – Permissive Moves was to redraft the Railway Group Standard (RGS) GK/RT0044 issue one ‘Controls for Signalling a Train onto an Occupied Line’ as GK/RT0044 issue two ‘Permissive Working’, and introduce a new supporting Guidance Note (GN) GK/GN0644 issue one ‘Guidance on Permissive Working’. The updated documents intend to support industry in achieving the safest and most efficient operation of a train onto an occupied line.

The redrafting process has been supported by an industry drafting group consisting of infrastructure managers and operating companies. This group reviewed the measures within GK/RT0044 issue one in accordance with the Railway Group Standards Code issue three (the Code). The key change supported by the group was to relax the requirement for the *subsidiary calling-on signal to be located no more than 400 m from the start of the platform*. This requirement was later changed to 600 m. However, both distances proved difficult to achieve in practice because the requirement often resulted in the signal being situated in the complex pointwork position at the entrance of the station.

The proposed withdrawal of the 400 m and now 600 m requirement has since been further assessed using as low as reasonably practicable (ALARP) considerations. The conclusion is that the most appropriate and robust approach is to apply a risk assessment particular to each scenario. The reason for abandoning a mandated distance in favour of a risk assessment is that there are so many factors to consider in determining the position of the signals in relation to each other and to other lineside infrastructure. Furthermore, a quoted maximum distance might serve as a ‘marker’ and become the norm for designers to aim for, whereas a distance of less than 400 m may in fact be possible in some situations.



Briefing Note

The redrafted RGS GK/RT0044 issue two now includes the layout and operation characteristics that need to be considered in risk assessments used to determine the signal position.

Scope

The project includes the redrafting of RGS GK/RT0044 issue one 'Controls for Signaling a Train onto an Occupied Line' as GK/RT0044 issue two 'Permissive Working', and the introduction of a new GN GK/GN0644 issue one 'Guidance on Permissive Working'.

The 'Scope', Section 4.2.1 of the RGS Code, states that: 'A measure shall be within the scope of an RGS only if all of the following apply:

- a) It is railway specific
- b) It applies to duty holders
- c) It relates to an asset or process over which duty holders have control
- d) It involves co-operation between any two or more duty holders.

Application - infrastructure managers and railway undertakings

The mandated requirements within the redrafted RGS GK/RT0044 issue two will apply to all circumstances in which trains are admitted onto occupied lines by the use of fixed lineside signals.

Exclusions from scope

The RGS GK/RT0044 issue two does not apply to situations where the second train makes a further movement after it has come to a stand following completion of a movement authorised by a fixed signal.

The RGS does not apply to the assistance of a failed train.

Specific instructions to drivers and signallers regarding signalled movements onto occupied lines appear in GE/RT8000 Rule Book and will not be repeated in the RGS.

Where it is considered not reasonably practicable to comply with the requirements, authorisation not to comply should be sought in accordance with the Code.

Key changes

The main change to the redrafted RGS GK/RT0044 issue two is the relaxation of the requirement for the *subsidiary calling-on signal to be located no more than 400 m from the start of the platform*. The redrafted RGS now proposes that the distance between the signal controlling the entry to the platform and the start of the platform should be determined by a risk assessment particular to each scenario. This approach is considered to be in the long-term best interest of the mainline railway, bringing increased flexibility in signal positioning and train working, and potentially providing cost savings.

A number of requirements in GK/RT0044 issue one have been withdrawn because they are the responsibility of a single duty holder and do not comply with the criteria in Part 4 of the Code, section 4.2.1.

One requirement in RGS GK/RT0044 issue one has been withdrawn because it is duplicated in another standard. This withdrawal has no adverse impact on safety.

A full list of the mandatory requirements, the rationale for withdrawal and the impacts associated with the withdrawal of the measures can be found in the impact assessment.