

## **RPA Standards-Legislation Update**

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Standards, Regulations and Legislation as detailed in RPA Standards and Legislation Register- are checked for any new issues, withdrawals, derogations etc. RGS can be found electronically at [www.rssb.co.uk](http://www.rssb.co.uk) and Business Standards at [Network Rail Standards Portal \(msapproxy.net\)](http://Network Rail Standards Portal (msapproxy.net)) the new standard are reviewed to determine its effect on RPA Members. The summary notes are used for this purpose before reading the complete standard to see if is applicable to RPA Members.

Below is a list of the changes to NWR Standard, Legislation/HS, Code of Practice, Rule Books and Posters that are new issues have been amended since the last update or require compliance before the next standards review.

### **Changes in line with Standards Review – Jun 24**

#### **Review Date 28<sup>th</sup> Jun 24**

##### **NWR Standard:**

- 1, ACC-CAT-CO-001 The Accuris Catalogue of Network Rail Standards (Formerly NR/CAT/STP/001). Issue 132
- 2, NR-L2-OHS-CP0036 The provision of welfare facilities for temporary and transient work activities (formerly NR-L3-INI-CP0036) Issue 5
- 3, NR-L3-CIV-0063 Piling, Drilling, Crane, MEWP, SPMT and similar plant operations, on or adjacent to the Railway (formerly NR-L3-INI-CP0063) Issue 2

##### **Legislation/HSE**

- 1, Publication of GB mandatory classification and labelling agency opinions.

##### **Code of Practice**

- 1, None

##### **Rule Book**

- 1, None

##### **Posters**

- 1, None

##### **Additional Information**

##### **Safety Alert**

NRX24-01 Serious road traffic collision

##### **Safety Bulletin**

NRB24-06 Temporary road rail access panels (RRAP) left on an open line

NRB24-07 Near miss between Road Rail Vehicle and Rail-Delivery Train-Operative at Raynes Park

##### **Technical Bulletin**

GKD TB2024-008 - GKD Rail hibernation state malfunction

##### **NWR Standard**

- 1, ACC-CAT-CO/001 Catalogue of Network Rail Standards Issue: 132

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This document is intended as a guide to current Network Rail Standards, as of the date of publication.

It does not include historic records, although a simple 15-month archive listing of withdrawals and supersessions is maintained for your convenience.

Whilst we endeavour to keep this content up to date from the information provided to us by Network Rail, Accuris cannot be held responsible for any errors or omissions.

### **2, NR-L2-OHS-CP0036 The provision of welfare facilities for temporary and transient work activities (formerly NR-L3-INI-CP0036) Issue 5**

#### **Purpose:**

The purpose of this standard is to provide the approach to the planning of suitable and sufficient sanitary and messing facilities for staff who are working away from permanent amenities (e.g. infrastructure maintenance depot). Compliance to this standard will provide.

- a) access to clean, properly maintained toilet, washing and messing facilities for all staff who are required to work away from permanent facilities.
- b) improved welfare and wellbeing of all staff through better planning and provision of welfare facilities, promoting inclusivity for a diverse workforce.
- c) compliance to legislative requirements, such as The Workplace (Health, Safety and Welfare) regs 1992, The Equality Act 2012 and application of good practice such as that provided through the Health & Safety Executive Approved Code of Practice and Guidance.

This standard interprets the Construction (Design and Management) Regulations 2015 and other applicable Health and Safety legislation.

#### **Scope:**

This standard specifies the minimum standards for the planning and provision of welfare facilities on all temporary sites of work where welfare is the responsibility of Network Rail, Principal Contractors or any contractors or suppliers employed by them.

**NOTE:** *Specific legislation might demand a higher standard of welfare facilities, e.g. working with asbestos or lead.*

#### **What's new, what's changed and why:**

The standard has been revised, building on previous issues to provide greater clarity on what considerations are required when planning welfare provision for temporary transient works. It also now identifies who has responsibilities and accountabilities for the planning and assurance activities for welfare provision.

This issue also adopts an inclusive approach with the introduction of gender-neutral language, as well as highlighting a need to consider welfare requirements for all who may need access to them.

Clause 5 allows for welfare provision to be provided outside of the historic 20-minute travel time requirement where a disproportionate cost is identified. Where alternative arrangements are to be provided then the reasons and rationale are to be documented to support the decision.

There are also requirements identified for both planned and reactive (i.e. faulting) works, with reference to how the Network Rail Welfare App is used to support identifying suitable welfare provision.

#### **Detail of change:**

Section 3 – Roles and Responsibilities: Introduces 'Health and Safety Professional', 'Person in control of site' and 'Responsible Person', identifying those who provide competent health and safety

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advice/guidance, manage staff required to be out undertaking work activities, and those in charge of the work activity on site (i.e. the person in charge, or site supervisor). This allows for application across the wide range of activities undertaken by Network Rail employees.

Section 4 – Definitions: Now included are ‘Reason ably Practicable’ and ‘Suitable and Sufficient’. The inclusion of these is to provide a better understanding of legal responsibilities and accountabilities.

Section 5 – Assessing Requirements: This provides a clearer list of planning considerations for welfare provision and introduces a requirement for using an approved electronic welfare system/app (such as the Network Rail Welfare App) where available. This section also allows for welfare provision to be provided outside of the historic 20-minute travel time requirement where a disproportionate cost is identified. Where alternative arrangements are to be provided then the reasons and rationale is to be documented to support the decision.

Section 6 – Welfare provision – Minimum Requirement: Now identifies the need to undertake a risk assessment for installation of facilities, giving consideration of potential operational risks as well as risks that may affect those requiring access to the facilities, including service/maintenance staff.

Section 7 – Verification and Availability of Documentation for Staff: Defines the requirement for the responsible person to check and confirm the planned facilities are fit for purpose.

Section 8 – Special Welfare Requirements: Arrangements required due to COSHH or risk assessment are provided in addition to normal welfare facilities and the person planning the work to seek advice and guidance from the organisation’s Health and Safety professional where required.

Section 9 – Welfare provision for emergency/fault response: Introduces the process for welfare provision when undertaking fault/failure/emergency works, including the use of a Network Rail approved electronic system or app where available.

Section 10 – Escalation when planned provision is not available: Defines how to review provision and escalate where found to be inadequate, incorporating the Health and Safety professional, budget holder and Trade Union Health and Safety Representative.

Section 11 – Review Process: Arrangements will be subject to a review by the responsible person and the health and safety professional at either at least once a year, where there are changes to the planned work or where facilities are found to be inadequate.

Section 12 – The person in control of the site (i.e. person in charge, site supervisor, etc.) as a part of the pre-work checks, makes sure that the provision is as planned and fit for purpose. Where it isn’t, the WorkSafe procedure is applied to resolve or escalate.

Section 13 – Welfare facility upkeep, maintenance and inspection: Requires that welfare facilities have a maintenance contract and regular inspection regime so that they do not fall into disrepair.

Appendix A – Welfare assessment requirements: This section remains fundamentally unchanged with the exception of introducing gender neutral language.

### **Affected documents:**

<b>Reference</b>	<b>Issue</b>	<b>Impact</b>	<b>Document type</b>
NR/L3/INI/CP0036	4	Superseded	Standard
NR/L2/OHS/CP0036/F01	1	New	Form

**2, NR-L3-CIV-0063 Piling, Drilling, Crane, MEWP, SPMT and similar plant operations, on or adjacent to the Railway (formerly NR-L3-INI-CP0063) Issue 2**

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### **Purpose:**

This standard addresses risks where piling, drilling, crane, mobile elevated working platform (MEWP), self-propelled modular transport (SPMT) and similar temporary works operations\* are taking place on, or adjacent\*\* to, Network Rail Managed Infrastructure (NRMI).

**NOTE 1:** \* Similar temporary works operations might include, amongst other things, construction hoists, transport platforms, mast climbing work platforms, telehandlers, rotating telehandlers, excavators undertaking suspended load lifting operations, lorry loaders, and mobile concrete pumps with placing booms.

**NOTE 2:** \*\*See definition for “adjacent to” in clause 4 of the standard.

This standard supports a safe system of work, relating to the piling, drilling, crane, MEWP, SPMT and similar temporary works operations, that maintains the safety of the railway so far as is reasonably practicable, in conjunction with other standards.

This standard outlines modern methods and procedures in order that the risk of undertaking operations on, or adjacent to, NRMI can be minimised to the extent that works may be progressed as far as practicable without resorting to possessions and electrical isolation.

This standard sets the requirements to be applied whenever piling, drilling, crane, MEWP, SPMT or similar temporary works operations are to be carried out on, or adjacent to, NRMI where, in the event of mishandling or failure, any part of the equipment in use or its load might collapse within 4m of the boundary to NRMI.

Measures include, but are not limited to, accounting for:

- a) hierarchy of risk,
- b) appropriate design check category,
- c) appropriate under-utilisation of capacity,
- d) appropriate measures for uprating loads,
- e) appropriate measures to prevent slewing,
- f) provision of tagging or similar measures,
- g) appropriate measures for the provision of adequate working platforms, to support all plant and equipment covered by this standard.

### **Scope:**

This standard applies to all piling, drilling, crane, MEWP, SPMT and similar temporary works operations to be undertaken on, or adjacent to, Network Rail Managed Infrastructure, including that which has been designated a High Street Environment, where applicable.

The standard applies to piling, drilling, crane, MEWP, SPMT and similar temporary works operations where the safety of the operational railway might be affected as a consequence of:

- a) Plant operator or workforce error.
- b) The failure of the ground/working platform/mats supporting the piling rig, crane or other supported equipment.
- c) Equipment or accessory failure.
- d) Inadequate interaction with the existing ground (including vibration, displacement and loosening affects).
- e) Failure within compound collapse radius of the attendant crane(s) and load(s).
- f) Failure when in service or out of service,
- g) Failure during erection or deconstruction,
- h) Failure during inclement weather.

This standard covers the safe installation and removal of piles and working platforms but not the effect of piles and working platforms on the infrastructure.

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This standard does not cover “on or near the line” operations e.g. use of On Track Plant (OTP).

This standard is complementary to, and should be read with, the following standards:

- NR/L2/RMVP/0200 Infrastructure plant manual, including (but not limited to) Module P513 - Mobile plant (non-rail mounted) and road vehicles, Module P503 lifting operations and Module P508 MEWPs.
- Mechanical & Electrical Engineer (M&EE) Networking Group standard COP0011 code of practice for planning and executing lifting operations.
- M&EE standard COP0032 code of practice for plant any line open (ALO) working.

This standard is applicable to all projects where, in the event of mishandling or failure, any part of the equipment in use, and not in use (i.e. out of service), or its load, might collapse within a line drawn 4 metres (4m) to the outside of the boundary to Network Rail Managed Infrastructure, notwithstanding whether the works are for the railway infrastructure itself or for structures/developments adjacent to the railway. See Figure 1.

It applies to designers and executors of works, of both Network Rail and Outside Party / Third Party constructors/developers.

**NOTE 1:** *The intention is for these parties to understand at an early stage the constraints imposed on the design solution selected.*

This standard does not cover signal sighting, radio signals and Overhead Line Equipment (OLE) implications, nor specialist equipment such as On Track Plant, Jack-Up-Barges, pontoons or cranes on waterways. In such cases specialist advice will need to be sought.

**NOTE 2:** *NR/L3/OHS/005, Work Instruction; Design and Construction Management in a High Street Environment, is for projects where there is no effect on NRMI. Standard NR/L3/CIV/0063 will apply, unless those persons determining whether a project comes within the scope of NR/L3/OHS/005 confirm in writing that there are no risks to NRMI.*

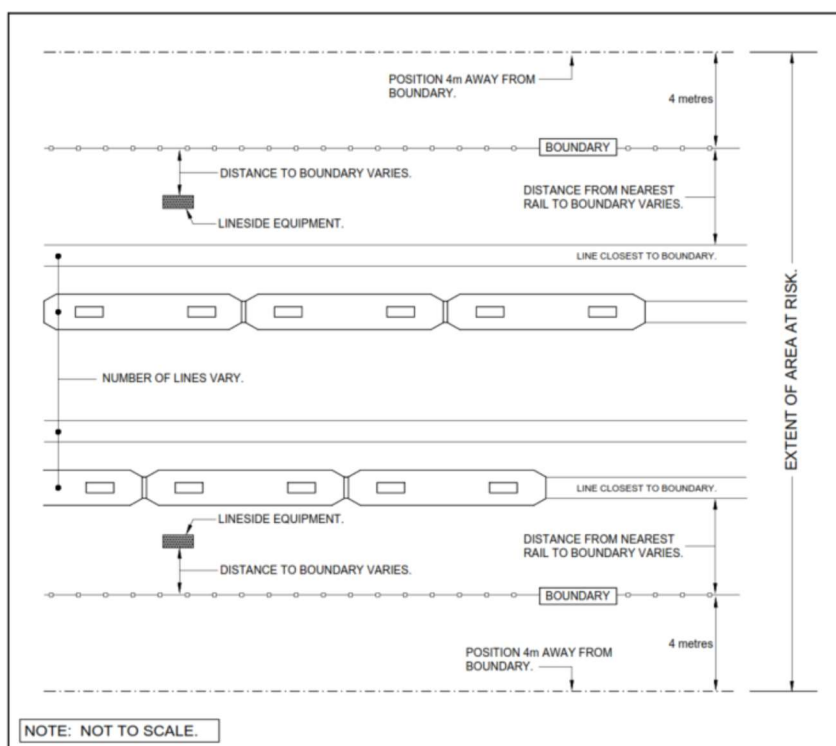


Figure 1. This illustrates a typical layout of NRMI, with positions drawn 4 metres (4m) outside the boundary to NRMI, with all areas between at risk.

**What’s new, what’s changed and why:**

- Title of standard amended to align with revised scope, relating to operations on or adjacent to the railway.
- Provision of figure 1 illustrating all areas of NRMI at risk from the operations covered by the standard.
- Amendments to close out Post Implementation Review feedback on issue 1 of the standard, informal & formal standards challenges, and variations pending standard change. The amendments address Standards challenges STD000215 (relating to the definition of Working Platform) and CHL/37 (relating to requirements for use of stays or twin masts for tower cranes)
- Changes following liaison with the Construction Plant-hire Association (CPA) so that requirements in the standard are aligned with documents published by the CPA.
- Removal of the need to design platforms for maximum crane/rig capacity, in favour of maximum utilisation, with utilization limits and foundation uplift depending on circumstances.
- Alignment to Annex E of BS7121-1-2016; additional recommendations for operation of cranes on or adjacent to sites of exceptional hazards,
- Removal of need to use stays or twin masts to tower cranes,
- Hierarchy updated to include part lines blocked for these type of operations.
- Upgrading of lifting accessories removed in favour of increased inspection frequency,
- Removal of requirement for certain plant not to exceed 7 years old
- Minor amendments.

Network Rail has worked collaboratively with the Construction Plant-hire Association, members thereof, High Speed 1 and others, to make improvements to this standard. This serves the primary function of aligning the document across industry stakeholders.

Network Rail has also accounted for informal and formal feedback and challenges made on issue 1, all of which have been accounted for in issue 2.

- This standard offers further efficiencies, and is aligned to the principles of Project Acceleration in a Controlled Environment (PACE) and Swift, Pragmatic and Efficient Enhancement Delivery (SPEED), without diluting the need to robustly, and safely, design, check, assure and execute works of building and civil engineering, on or adjacent to, and which might affect, NRMI

**Affected documents:**

Reference	Issue	Impact	Document type
NR/L3/CIV/0063	1	Supersede	Standard

**Legislation/HSE**

**1, Publication of GB mandatory classification and labelling agency opinions.**

**Summary** A GB MCL Agency Opinion formally proposes the GB mandatory classification and labelling for chemical substances, based on the scientific and technical assessment of the scientific data in line with the GB CLP Regulation, together with an assessment of the policy and socio-economic impacts on the UK.

It sets out whether there is adequate scientific evidence to support a new or revised GB MCL of a substance and what the potential impact of the proposed GB MCL may be.

The next batch of 7 GB MCL Agency Opinions are now available for download in the [GB MCL publication table \(.xlsx\)](#).

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These GB MCL Agency Opinions relate to substances for which HSE (as the GB CLP Agency) published an Agency Technical Report under Article 37 of the GB CLP Regulation in May 2023.

At the time of publication, the classification and labelling proposed in this Agency Opinion has not been agreed and/or adopted in GB.

For information on the next steps in the process, please see our webpage on the [GB MCL system](#).

We expect to publish our next batch of Agency Opinions in August 2024. CLP ebulletin alerts will be issued when Agency Opinions are published on the HSE website.

### **Code of Practice**

**None**

### **Rule Book**

**None**

### **Posters**

**None**

### **Additional Information**

**NWR**

### **Safety Alert**

#### **NRX24-01 Serious road traffic collision**

##### **Overview**

At around 02:45 on 8 May 2024 a serious road traffic accident (RTA) occurred on the M40 Motorway, near Gaydon in Warwickshire. Two members of staff employed by Vital Rail who had been working at a Network Rail worksite at Hemel Hempstead were in a vehicle heading north which collided with a lorry.

At present the cause of the collision is not known.

Both members of staff were taken to hospital. The passenger had sustained critical injuries and died in hospital later the same day. Our thoughts are with their family at this sad time.

Network Rail has begun a L3 Investigation and lessons learned will be shared as they emerge.

### **Safety Bulletin**

#### **NRB24-06 Temporary road rail access panels (RRAP) left on an open line**

##### **Overview**

On the 25th of April 2024, the first Avanti West Coast service travelling at line speed on the Up Fast line through Kings Langley struck a piece of temporary RRAP which had been left in the four-foot following emergency OHL repairs during the night. A second train travelling on the adjacent line (Down Fast line) also suffered a cracked windscreen from the impact of the temporary RRAP. There was no one injured, however if there were people on platform it would have caused serious injury or a worst-case fatality. This led to significant disruption / cancellations on the West Coast South route.

Similar incidents have happened recently in other routes, see Safety advice Ref: NRA23-14 and NRB24-01.

### **NRB24-07 Near miss between Road Rail Vehicle and Rail-Delivery Train Operative at Raynes Park**

#### **Overview**

At 02:45 on 29/05/2024, a Road Rail Vehicle (RRV) transited through a possession on an adjacent line to a rail delivery train (RDT) being set up to. An RDT operative had to jump out of the way to avoid being struck by the RRV. At the time, it was reported that:

- Works in a neighbouring worksite, involving the RRV, had been curtailed.
- The RRV movement took place without prior notification to the RDT team.
- No warning by the RRV operator.
- No Machine Controller accompanying the movement, they followed several minutes later.
- The RRV allegedly travelled at a greater than 5mph.

This event is currently under investigation by Wessex Route.

#### **Shared Learning**

##### **Technical Bulletin TB2024-008 - GKD Rail hibernation state malfunction**

#### **Detail**

It has been reported that the GKD Rail Display could start up in windows administrator screen after booting up after a machine battery failure.

#### **Findings**

Our investigation concluded that this was due to the machine battery/power malfunction during screen shut down sequence.