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NPR 700 Using a Local Possession Authority

Introduction

A Local Possession Authority (LPA) is used to close a defined portion of track for a specified period.

Obtaining a Local Possession Authority

The Possession Protection Officer obtains an LPA from the Network Controller responsible for the portion of track.

Possession Protection Officer

1. Immediately before an LPA is due to begin, speak to the Network Controller and Signallers responsible for the portion of track.
2. Make sure that you and the affected Network Controller and Signallers have a copy of the Special Train Notice (STN), together with any amendments or other documentation advertising the LPA.

Network Controller

3. Before issuing the LPA, check if the LPA request affects only one Network Controller's area. If the proposed limits of the LPA affect more than one Network Controller, the Network Controllers must agree on which Network Controller will be the coordinating Network Controller.
4. The coordinating Network Controller authorises and issues the LPA.

Possession Protection Officer and Network Controller

5. Confirm the permanent record details of the LPA including:
    - the LPA limits, and
    - the duration of the LPA, and
    - the Possession Protection Officer and contact details, and
    - the issuing Network Controller, and
    - the time of issue, and
    - the date of issue, and
    - the number of the document advertising the LPA.

Network Controller

6. Confirm the details of the LPA and protection arrangements with affected Signallers.
7. Tell the coordinating Network Controller when the details have been confirmed.

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Signallers

8. Make sure that blocking facilities have been applied to prevent entry into the portions of track within the LPA.

Network Controller/Coordinating Network Controller

9. Make sure that:
    - rail traffic not associated with the LPA, is not authorised to move within the limits of the LPA, and
    - rail traffic associated with the LPA that is within the limits of the LPA, has been identified and is being managed as agreed between the Possession Protection Officer and the Network Controller.
10. Agree with the Possession Protection Officer that the LPA is now authorised, and record the time it is authorised.
11. Tell Signallers that an LPA has been authorised.

Possession Protection Officer

12. Arrange to tell affected Signallers about the location of worksites in the possession.

Protecting the limits of an LPA

Possession Protection Officer

1. Where practicable, safeguard the half-staffs at the limits of the LPA.
2. Protect the LPA with three railway track signals and a possession limit marker placed at the specified limits of the LPA, or at 2500m from the outermost worksite if this is more practicable.
3. If necessary, protect the worksites from rail traffic on other lines.

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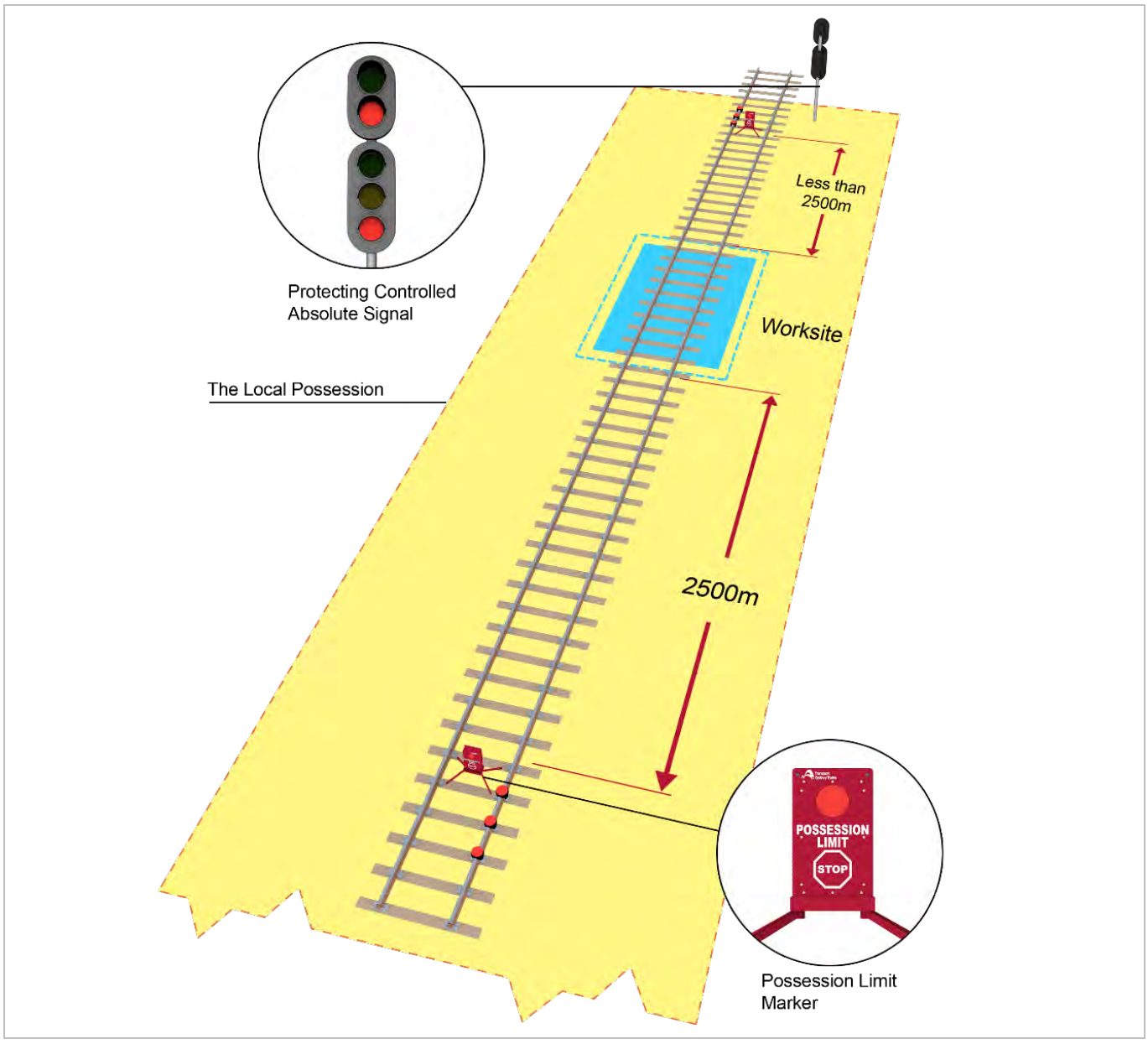
FIGURE 1: Example of protection arrangements for an LPA.



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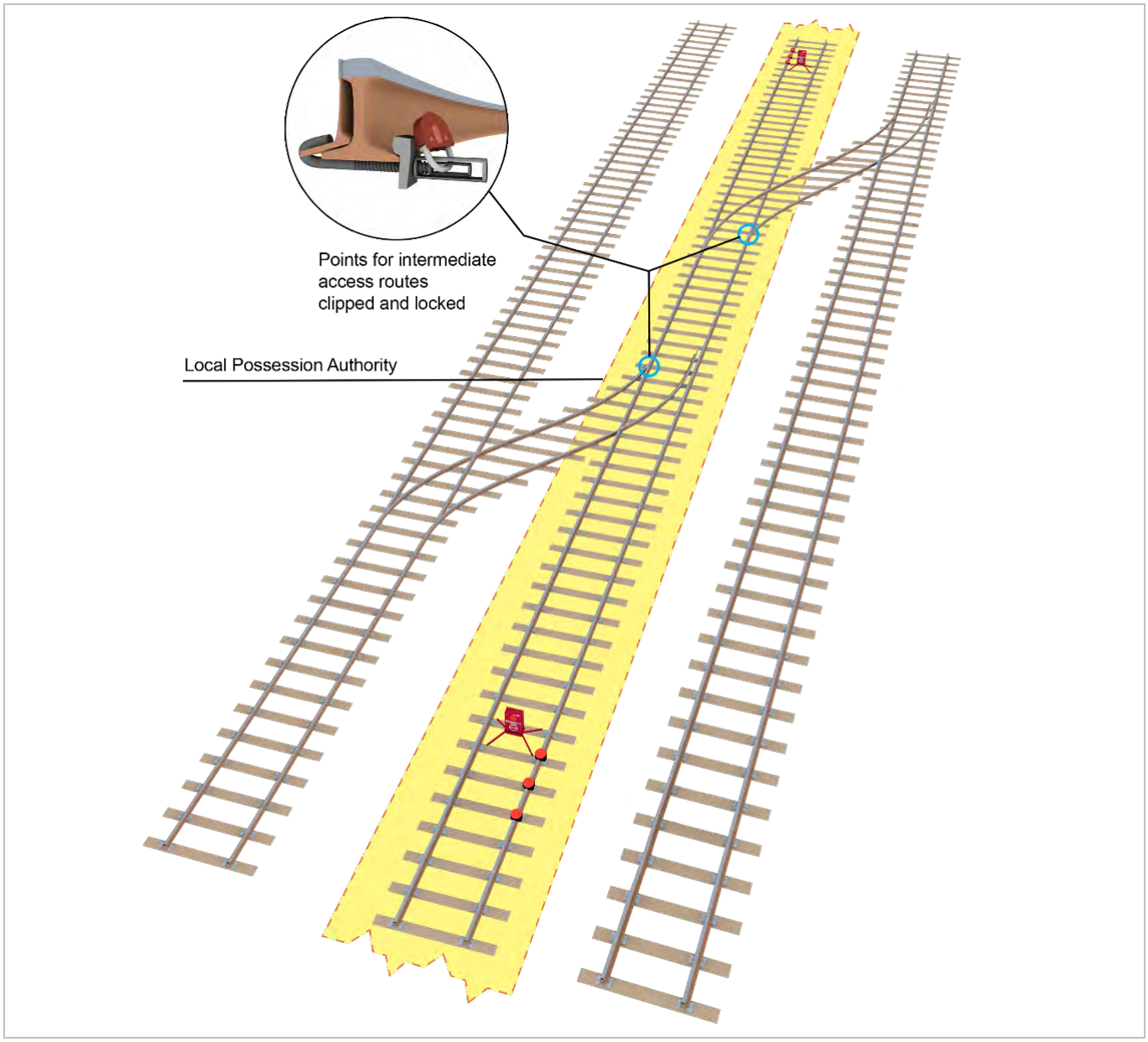
4. If necessary, clip and lock points for intermediate access routes that allow entry to the LPA.

FIGURE 2: Example of intermediate access routes with points clipped and locked.



Protecting multiple worksites in the limits of an LPA

Possession Protection Officer

1. Make sure the Coordinating Protection Officers and Protection Officers place the right protection.
2. If changes are required to worksite protection, tell the Coordinating Protection Officers and Protection Officers to make the changes, and make sure the changes are carried out.

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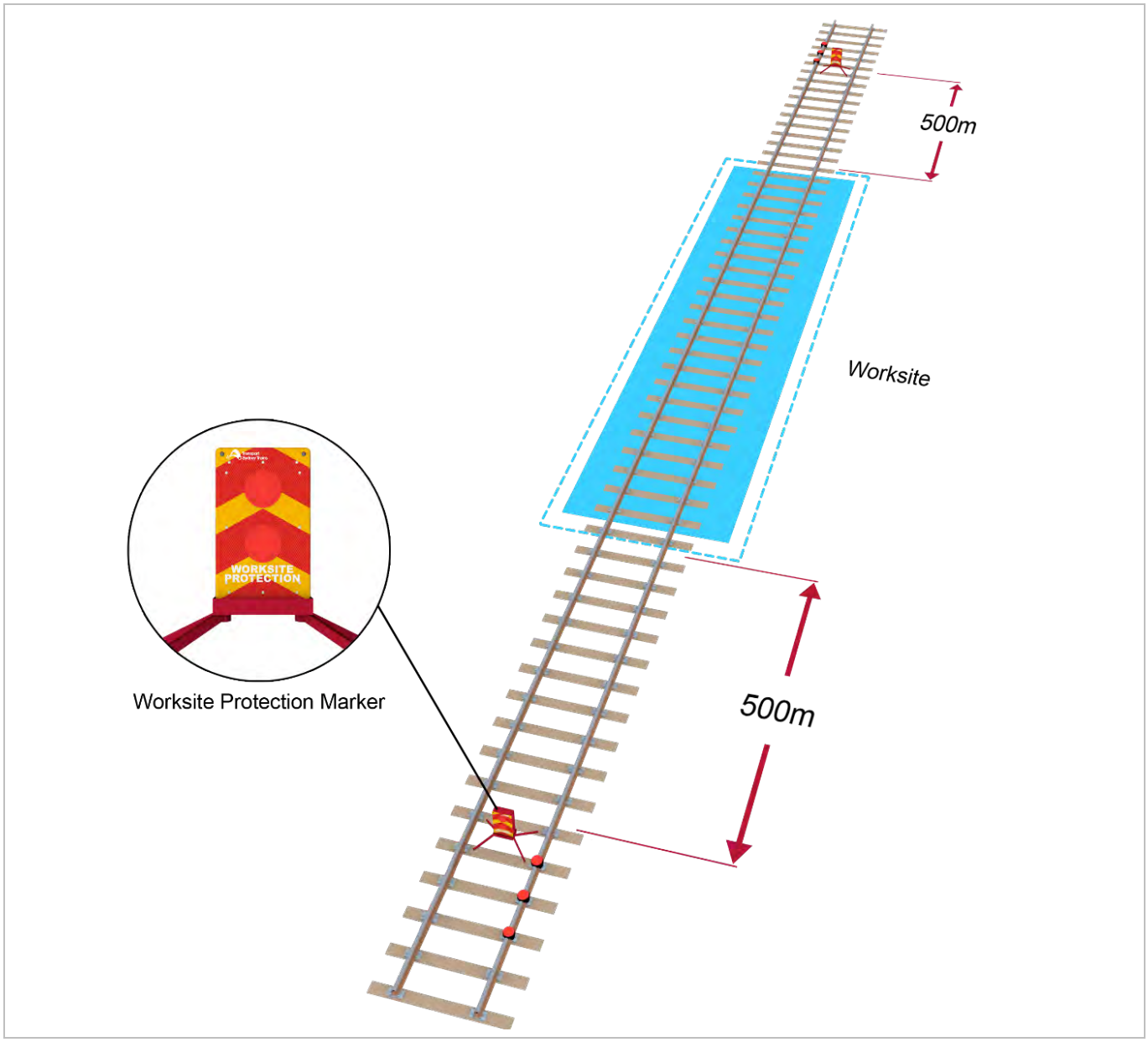
Protection Officers

3. Make sure that three railway track signals are placed on each side of all worksites, as shown in the following examples.
4. Make sure that worksite protection markers are placed in the middle of the four-foot, beside the railway track signals closest to each worksite.
5. If worksites are more than 1000m apart, place the protection 500m from each worksite.

FIGURE 3: Example of protection arrangements for a single worksite.



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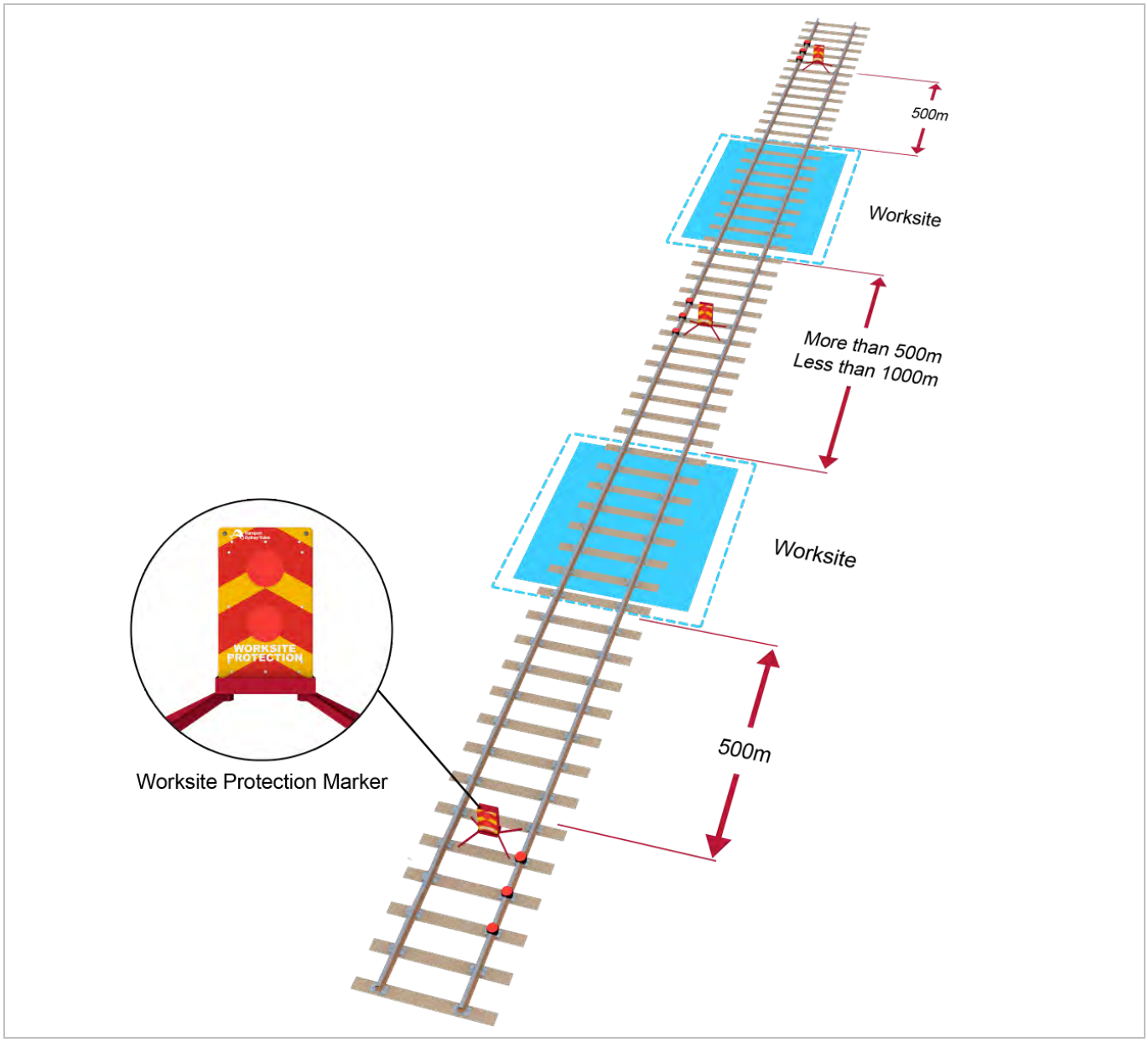
6. If worksites are between 500m and 1000m apart, place the protection midway between the worksites.
7. Make sure that worksite protection markers are placed in the middle of the four-foot, beside the middle railway track signal.

FIGURE 4: Example of protection arrangements for multiple worksites between 500m and 1000m apart.



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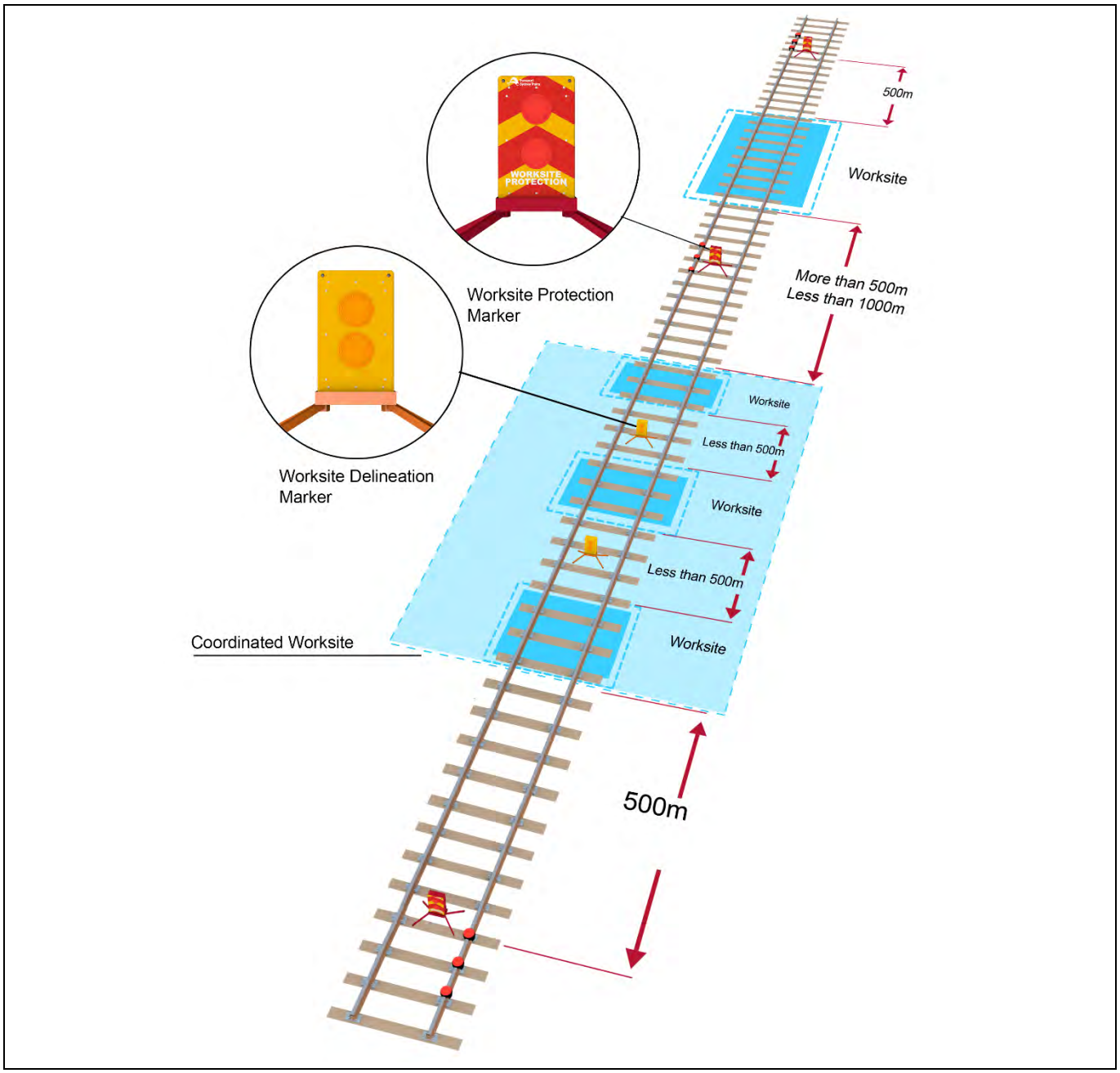
8. If a worksite and a coordinated worksite are between 500m and 1000m apart, place the protection midway between the worksites.
9. Make sure that worksite protection markers are placed in the middle of the four-foot, beside the middle railway track signal.

FIGURE 5: Example of protection arrangements for worksites and coordinated worksites between 500m and 1000m apart.



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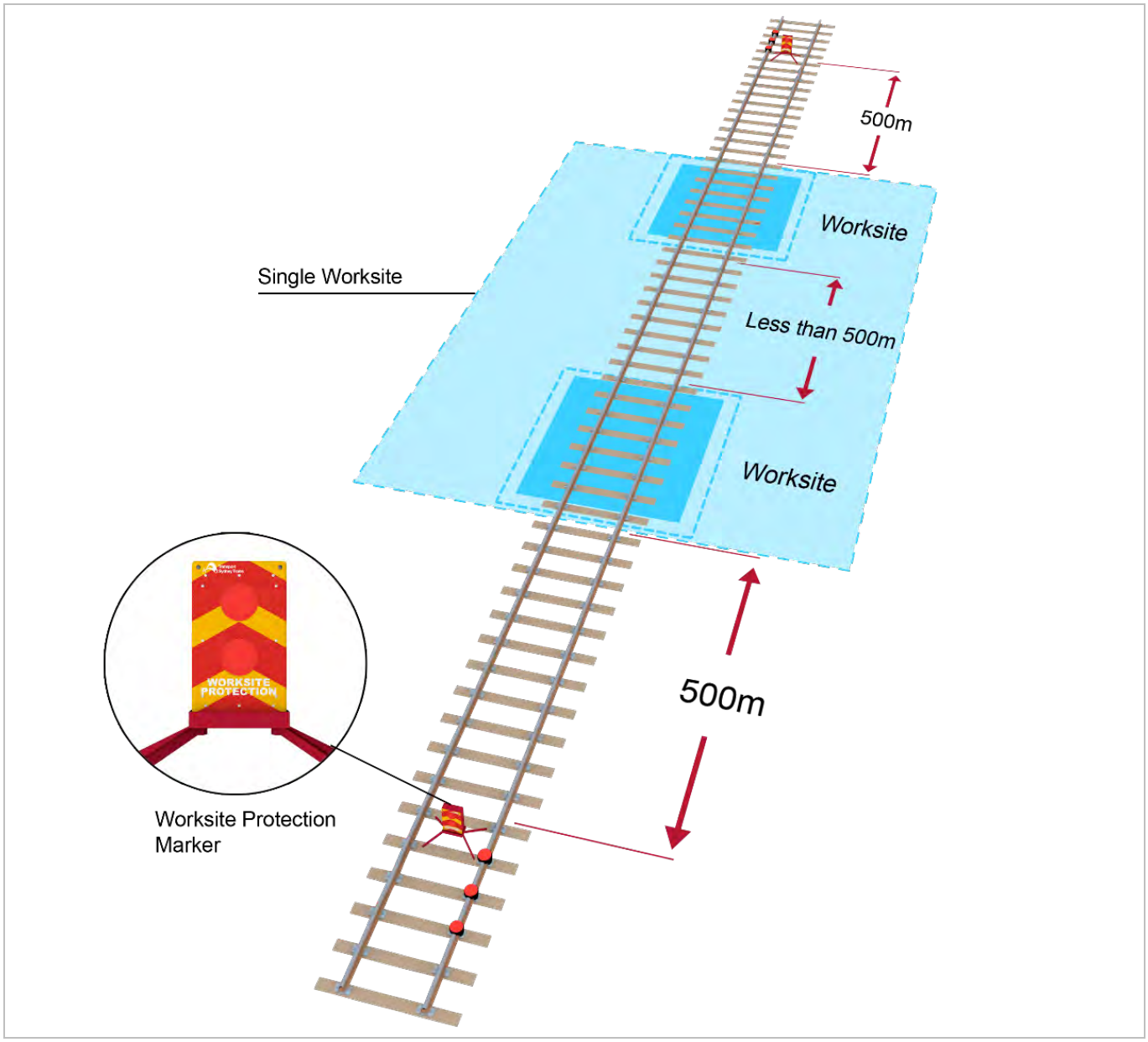
10. Worksites less than 500m apart may be protected and managed as a single worksite.

FIGURE 6: Example of protection arrangements for worksites less than 500m apart protected as a single worksite.



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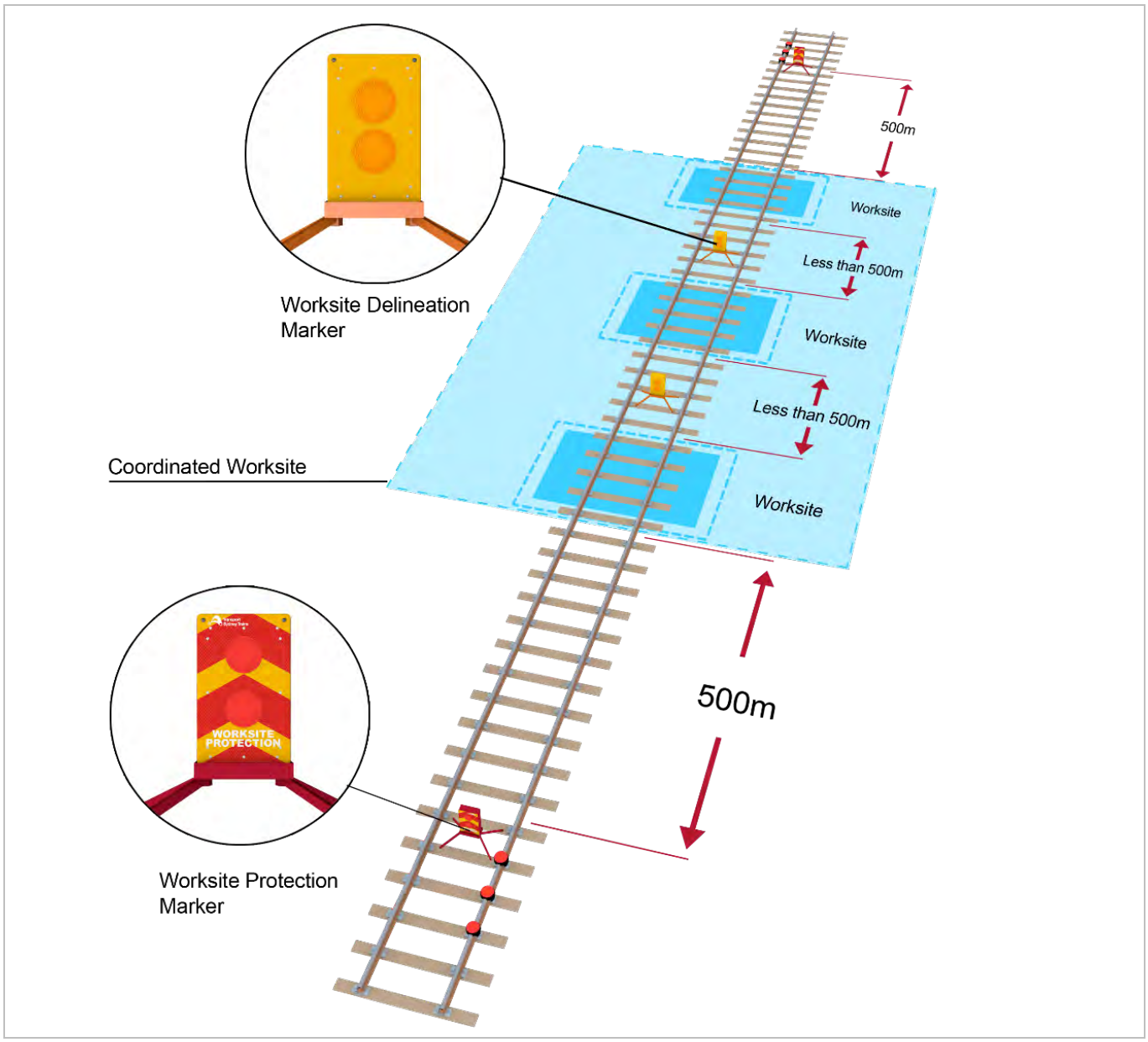
Coordinating Protection Officers

11. Worksites less than 500m apart may be protected and managed as a coordinated worksite.

FIGURE 7: Example of protection arrangements for worksites less than 500m apart protected as a coordinated worksite.



12. Make sure that each worksite inside a coordinated worksite has a Protection Officer.
13. Make sure that approved worksite delineation markers are placed midway between worksites in the coordinated worksite.

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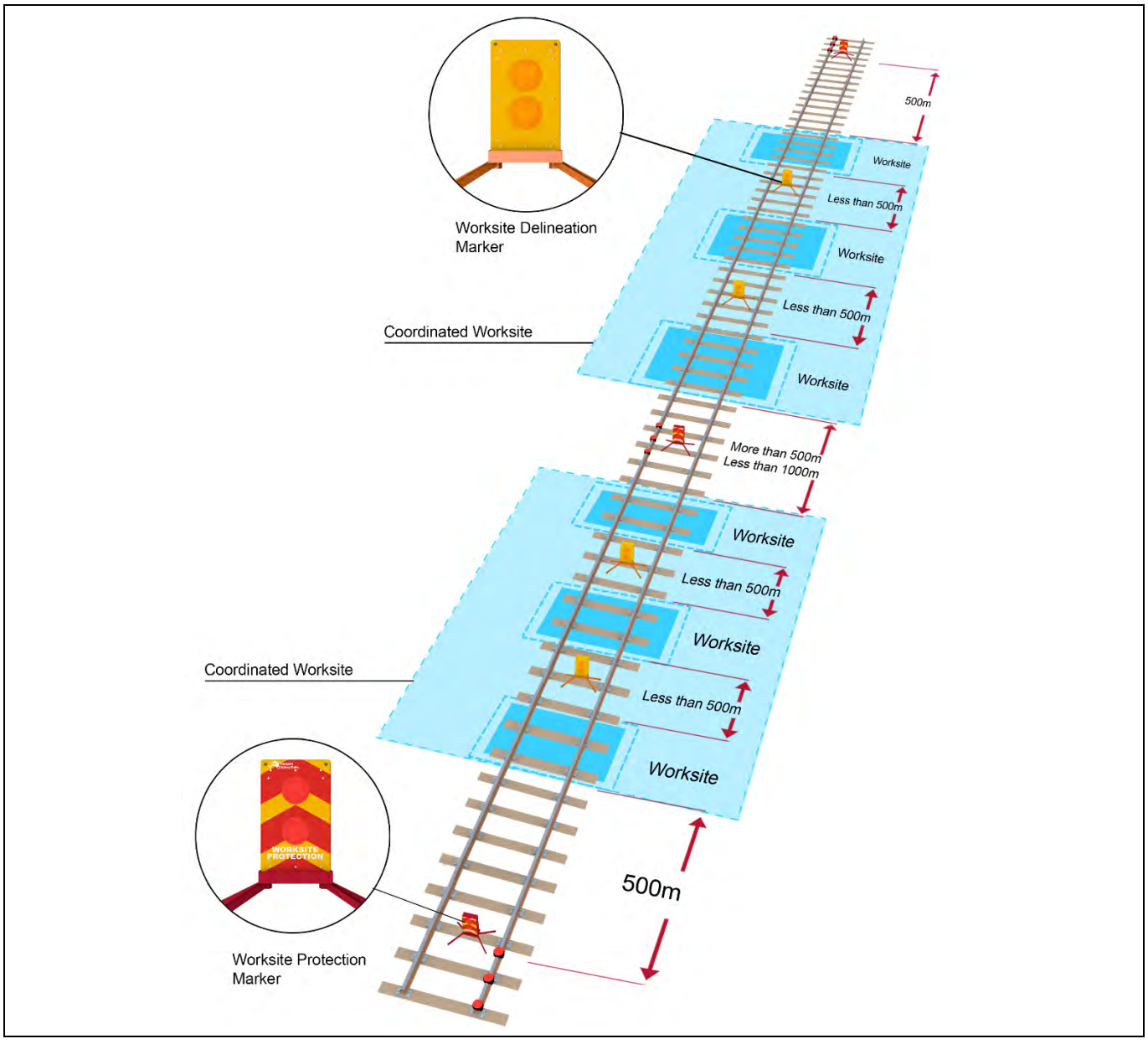
14. When advised by a Protection Officer that work has been completed:
    - make sure that remaining worksites are correctly protected, and
    - tell the Possession Protection Officer about the change to the coordinated worksite.
15. If coordinated worksites are between 500m and 1000m apart, place the protection midway between the worksites.
16. Make sure that worksite protection markers are placed in the middle of the four-foot, beside the middle railway track signal.

FIGURE 8: Example of protection arrangements for coordinated worksites between 500m and 1000m apart.



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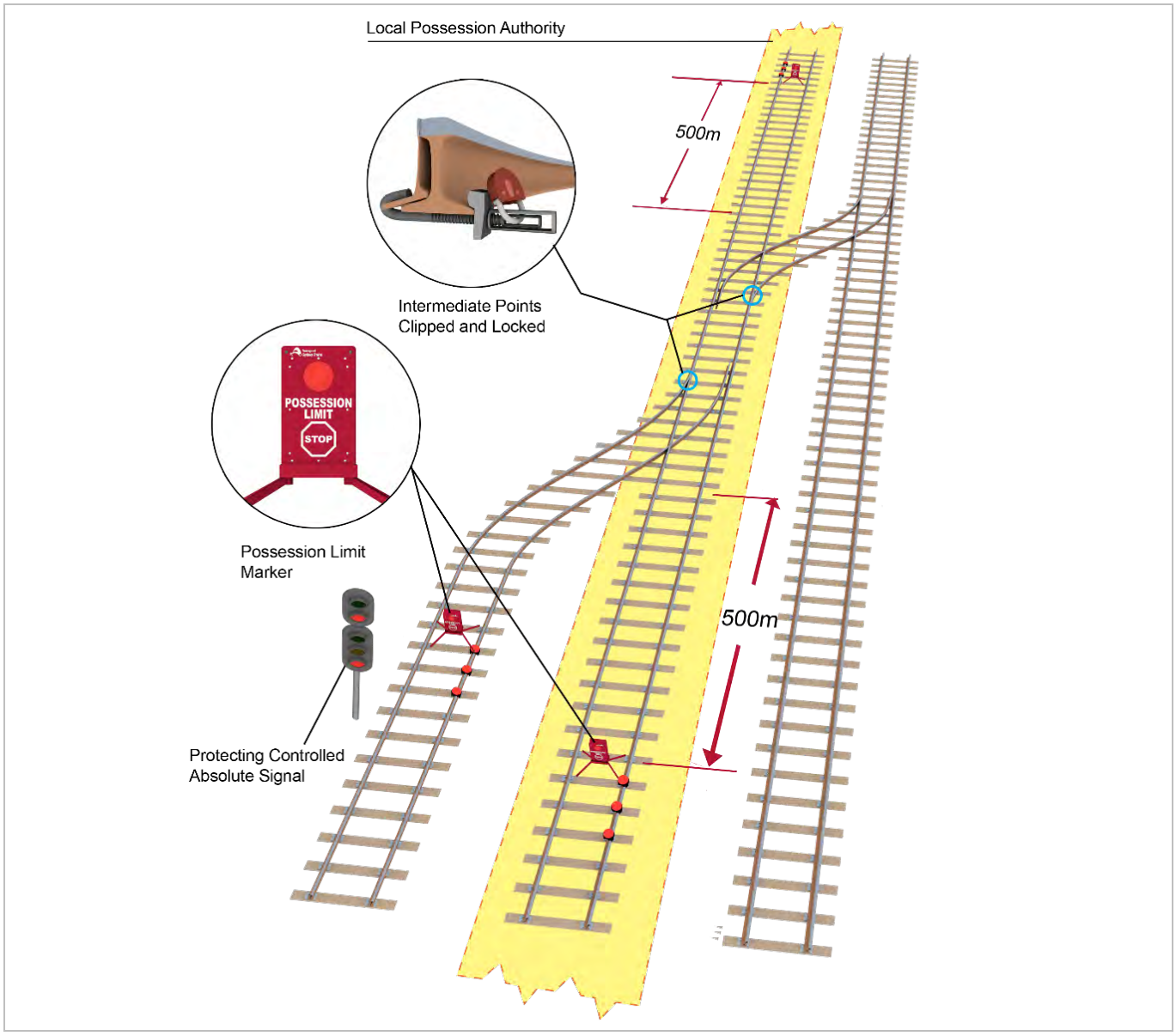
Managing rail traffic crossing an LPA

Possession Protection Officer

1. Make sure that three railway track signals and a possession limit marker are placed:
   - on the closed line, 500m before the crossover or turnout in each direction, and
   - on the converging line that allows entry to the LPA area, at the signal protecting entry into the closed line.
2. Make sure that the route through the LPA is clear of workers and their equipment, and is safe for the passage of rail traffic.

FIGURE 9: Example of protection arrangements if rail traffic is authorised to cross the LPA area.



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Signaller

3. Get the Possession Protection Officer's authority for the movement.

Possession Protection Officer

4. Arrange for the removal of protection at the entry point of the route.
5. When rail traffic has cleared the entry point, make sure that protection is replaced.

Returning the track to service

Possession Protection Officer and Protection Officers

1. Make sure that rail traffic and equipment has cleared the line.
2. Make sure that all workgroups have cleared the worksites.
3. Make sure that possession limit markers/worksite protection markers/worksite delineation markers, railway track signals and point clips have been removed.

Possession Protection Officer

4. Make sure that any emergency crossovers that have been used are returned to, and secured in, the normal position.
5. When told that the line is certified fit for service, tell the Network Controller.
6. Tell affected Network Controllers and Signallers about any restrictions on track use.
7. If work is to continue under another work on track authority, tell the Network Controller and Signallers, and make sure that the worksite is protected prior to fulfilling the LPA.
8. Fulfil the LPA:
   - for the entire portion of track defined for the LPA, or
   - progressively for one or more advertised track possessions included in the LPA.

Signaller

9. Test all equipment affected by the LPA.

Keeping records

Network Controllers, Signallers and the Possession Protection Officer must keep details about the LPA and protection arrangements.

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Related Documents

NPR 704 *Using Infrastructure Booking Authorities*

NPR 707 *Clipping points*

NPR 709 *Using railway track signals*

NPR 710 *Piloting rail traffic*

NPR 711 *Using Lookouts*

NPR 712 *Protecting work from rail traffic on adjacent lines*