

September 2026 ACS Rail Updates

Welcome to the **September 2026** edition of ACS Rail updates.

The following pages contain summaries of updates and hyperlinks to website information which may be relevant to you. Please brief and distribute this information to the relevant people as per your internal procedures.

The ACS Team

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BRIEFING REQUIREMENTS:

NOTE: Contractors are responsible for arranging and undertaking and recording their own Safety and Awareness Briefings in accordance with their own processes and procedures.



The Railway Industry Supplier Qualification Scheme – RISQS

RISQS New Portal Timeline: Important Information to all Scheme Members

28/06/2024

As you may be aware, RISQS are developing a new portal to coincide with the new Procurement Act which comes into effect on 28th October 2024.

Outlined below are 5 Stages which require your attention in order to ensure that the transition is smooth for all parties. Full details are available at <https://www.risqs.org/news/risqs-new-portal-timeline-important-information-to-all-scheme-members>

Stage 1: July 1st – July 23rd - Supplier Profiles

Stage 2: July 24th – August 15th - Switchover

Stage 3: August 15th – September 4th - Verification of Details

Stage 4: 19th September – 14th October - Preparing for the new Procurement Act

RISQS requires each supplier to use the period 19th September – 14th October to answer a series of specific questions to ensure their compliance status within the RISQS scheme. These questions are mandatory. If you cannot answer them, then you may wish to speak to your accountant or gain further advice.

Stage 5: 28th October - QUDM is now live

An [FAQ](#) page has been set up on the website which will be updated on a regular basis with answers to your queries.

Key updates to the RISQS two-stage audit process

11/06/2026

<https://www.risqs.org/news/two-stage-audit-process>

As the RISQS two-stage audit process reaches its one-year milestone, RISQS are sharing important reminders and clarifications to support a smoother, more efficient experience for all suppliers.

Evidence expectations at Stage 1 audit

To ensure a proportionate and efficient review:

- Submit one or two representative examples per requirement
- Avoid uploading large volumes of similar or duplicate evidence

The aim of the Stage 1 audit is to confirm that appropriate processes and controls are in place – not to review every individual record.

Further detail may be explored during the Stage 2 audit, where lead auditors may carry out targeted spot checks or request additional examples if necessary.

This approach helps to:

- Reduce unnecessary uploads
- Minimise confusion within the portal
- Support a more streamlined audit process

Document management in the portal

Documents will remain in the portal if they are current, unless they are removed.

To maintain clarity and accuracy:

- Remove outdated or superseded documents before uploading new versions
- Ensure the latest version is always the one available for review

Example: if a policy has been updated following its annual review, remove the previous version before uploading the updated document.

If you were previously asked to amend a document during your audit, ensure the updated version is uploaded ahead of your next audit.

Personal information and Stage 1 audit submissions

To protect personal data and ensure compliance, do **not** submit:

- Individual competence records
- Individual certificates

You should still submit company certifications, where applicable, such as ISO, CHAS or Constructionline certification.

When uploading these supporting documents, please note:

- **Training matrices:** Remove or redact all personal data
- **CVs:** Remove personal addresses, phone numbers and any unnecessary personal data. Business or tender CVs are acceptable
- **Job descriptions:** Must be signed copies. Unsigned documents will need to be revisited at your Stage 2 audit

Communication ahead of Stage 2 audit

A common question is why suppliers do not receive feedback after submitting Stage 1 audit evidence.

In most cases:

- You will not usually receive communication after submitting your Stage 1 audit evidence
- You will only be contacted as part of standard pre-audit engagement from your lead auditor

RISQS will contact you earlier only in exceptional circumstances, if:

- Documents are uploaded in the wrong language
- Files are corrupted or inaccessible
- No documents are submitted

Stage 1 audit submission deadline

Stage 1 audit requirements must be submitted:

- By end of day (EOD), eight weeks prior to your Stage 2 audit date

At this point:

- The portal will automatically lock, preventing further changes

Please note:

- This deadline applies to all applicable modules for your renewal audit
- This is regardless of when modules were previously closed – including after re-audits

RISQS are currently working to update the RISQS portal to better reflect this deadline. It may currently display as “Due now”, “Overdue” or “Incorrect date”.

Common audit themes from across the RISQS supply chain: Q2 2026 insights

13/07/2026

RISQS are sharing anonymised findings to help suppliers stay informed about the themes most identified during audits and support shared learning across the industry.

Major versus minor findings

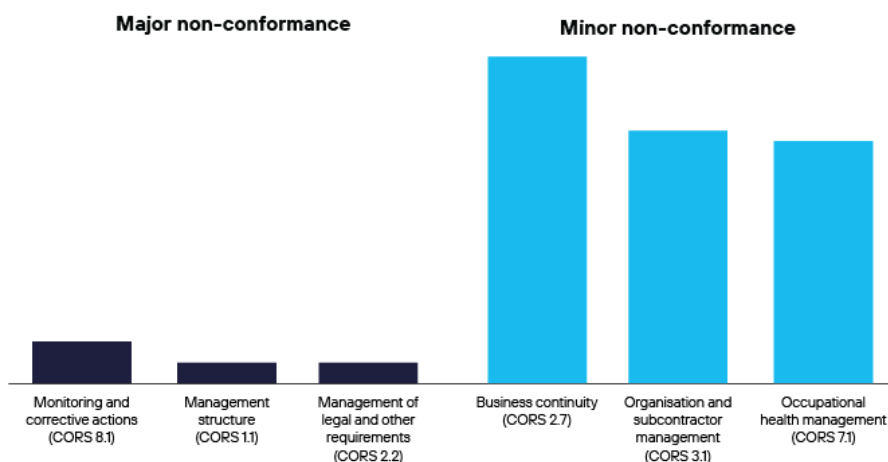
Major findings typically indicate a significant weakness in governance, control, or compliance.

Minor findings usually indicate that arrangements exist but are not always applied consistently or supported by sufficient evidence.

This quarter's findings show a clear pattern: major findings are often linked to ownership and oversight, while minor findings more commonly relate to consistency and evidence.

The most common themes identified in Periods 13–2

Figure 1: Top major and minor non-conformance themes identified during CORS (Operations) audits in Periods 13–2



The results highlight an important trend. Most findings were not caused by a complete absence of processes or procedures. Instead, they were typically linked to how arrangements were managed, evidenced, and applied in practice.

Looking at the bigger picture

Across both major and minor findings, three common themes emerged:

- Clear ownership and accountability.
- Consistent application of processes.
- Effective evidence and record keeping.

Many organisations already have the necessary arrangements in place. The challenge is often being able to consistently demonstrate how those arrangements operate in practice and how improvements are tracked over time.

Full details are available at [Common audit themes from across the RISQS supply chain: Q2 2026 insights](#)

Access to Network Rail Standards

Register for free access

Network Rail's extensive catalogue of standards and controls documentation is now available via the Network Rail Standards Portal

<https://standards.networkrail.co.uk/>

Suppliers and Contractors can access Network Rail standards by registering for website access [here](#).

Please ensure that you use your individual company email address, and not a generic email address.

If you have any queries re the registration form or the Network Rail Standards portal, please email: STSupplierSupport@networkrail.co.uk

IMPORTANT NOTICE:

As a consequence of Network Rail's IT security policy, **users accounts will be automatically deleted following 90 days of inactivity.**

In this instance you will be **required to re-register for a new account.**

Access to the TfL Management System

If you require access to TfL's Management System for Standards, Maintenance Work Instructions, the Rule Books or Pathway:

1. Create an account on the [Professional Communities](#) site and complete the GDPR training before requesting access. Failure to complete the training will lead to your request being rejected.
2. Ask your TfL Account Sponsor(s) to submit a request for access on your behalf. Suppliers cannot directly request access.
3. A TfL Account Sponsor is the TfL/LU employee who is acting as Project Sponsor, Project Manager or Commercial Contract Manager.
4. Provide your TfL Account Sponsor with your business email account address i.e. `yourname@yourcompanyname.com` - to comply with the requirements of the TfL Cloud Security standard. Social accounts (e.g. Yahoo, Gmail, Outlook.com and Hotmail) or consumer accounts (e.g. btinternet.com and virginmedia.com) will not be accepted.
5. The TfL Account Sponsor will then raise the request with the appropriate SharePoint library owner.
6. Once the request has been processed you will receive an email invite to access the TfL Organisation Applications (SharePoint). When you log in, you'll be prompted to follow the on-screen instructions to set up multi-factor authentication (MFA) and accept the TfL Terms of Service. MFA will need to be completed each time you log into TfL's systems and sites.
7. If you decline the Terms of Service or don't complete MFA you will not be granted access.
8. Once you've completed step 6, you will receive an email confirming you can access the SharePoint library.
9. If you do not log into SharePoint for 90 days, your account will automatically expire, and you will have to re-apply for access to SharePoint.
10. You will receive a reminder to refresh your GDPR training each year. If you do not complete the training annually your access will be withdrawn.
11. Raise any access issues with your own IT department first. If they can't resolve your issue please contact your TfL Account Sponsor, and they will raise an incident with our IT support department. Provide the TfL Account Sponsor with screenshots and describe the problem or errors you are experience.

Concessions

If you need to apply for a concession to a LU/TfL standard in the TfL Management System, consult with your LU/TfL sponsor or project manager. If this is agreed, they will send you an external supplier's concession request form to complete. The LU/TfL sponsor or project manager will then make the formal application for the concession using the concession management tool.

Access to RSSB Standards Catalogue

Access all current (and many withdrawn) Railway Group Standards, Rail Industry Approved Codes of Practice (RACOPs), Guidance Notes (GNs) and Rail Industry Standards (RISs).

<https://www.rssb.co.uk/standards-catalogue>

- [Standards](#)
- [Rule Books](#)
- [Signs](#)
- [Stakeholder Publications](#)

Useful links:

[Latest updates to standards](#)

[Rule Book Module Matrix](#)

Rule Book

The Rule Book is a vital safety document. It is a set of modules and handbooks which contain direct instructions for railway staff and sets out the operational rules for application on the GB mainline railway. These are necessary to enable the safe and timely delivery of people and goods to their destination. They also provide the framework to enable safe engineering operations.

The Rule Book is a series of documents that contain direct instructions for railway staff.

How you can access the Rule Book:

- Available on Android and Apple devices, the Rule Book App is a subscription-based product normally subscribed to by employers. For more information visit our [Rule Book App](#)
- [Downloadable PDFs from our Standards catalogue](#) page.
- Printed copies can be ordered from the printers, [Willsons](#) printers.

You can still order hard copies of individual standards and Rule Book modules or handbooks from Willsons External link <https://www.willsonshop.com/collections> (Tel: 01636 702334) or download them from the Railway Group Standards section of this site.

Rule Book App

Get 24/7 access to the Rule Book via your phone, tablet, desktop or laptop with the Rule Book App. It's easy to use, search, personalise and update, and you can acknowledge amendments with one touch. Find out more on our dedicated [Rule Book App page](#).

[Rule Book app: a guide for first time users](#)

Access to the app is available only to organisations that have registered for its use. So, even though you can freely download the app, you won't be able to log in or use its features unless your organisation has subscribed. For organisations interested in the RSSB Rule Book app, please [contact RSSB](#).

Changes to Network Rail Standards

Issue 141: 05 September 2026 - 04 Dec 2026

Standards Change Overview – Sep 2026

Reference	Title	Issue	Compliance Date
NR/L1/CIV/601	Managing the Highways Interface	2	05/09/2026
NR/L2/CIV/032	The Management of Structures Manual	2	02/09/2028
NR/L2/CIV/602	Highways Interface Planning Process	2	05/09/2026
NR/L3/CIV/603	Working at the Highways Interface	2	05/09/2026
NR/L3/CIV/604	Highways Interface Manual	2	05/09/2026
NR/L2/ENV/123	Prevention of Pollution to Land, Air and Water	2	05/12/2026
NR/L3/MTC/MG0176	Ellipse Management Handbook	11	05/12/2026
NR/L3/MTC/MG0213	Index of Standard Maintenance Forms	27	05/09/2026
NR/L2/OPS/250	Network Rail National Emergency Plan	10	05/12/2026
NR/L3/OPS/021	Weather Management Index	9	05/09/2026
NR/L3/OPS/045	National Operating Procedures Index	43	2.08 - 04/07/2026 4.20 – 03/10/2026
NR/L3/OPS/045	National Operating Procedures Index	44	3.19 – 05/12/2026 3.37 – 06/03/2027
NR/L3/OPS/305	Operations Interface Capability Development	1	03/07/2027
NR/L3/P3M/0064	Delivering Work Within Possessions	7	05/12/2026
NR/L2/RMVP/0133	Design and Installation of Underfloor Wheel Lathes (formerly NR/L2/RVE/0133)	2	07/03/2027
NR/L2/RSE/30021	Alterations to Permissible Line Speeds	3	05/12/2026
NR/L3/SCO/308	Loading Manual for Infrastructure Traffic	4	05/09/2026
NR/L2/SIG/30009	Signalling Principles Handbook	31	05/12/2026
NR/L2/SIG/50035	Competence Standard - Competence and Training in Signal and Level Crossing Engineering	10	05/12/2026
NR/L2/TEL/30160	Specification for loose-tube optical fibre network design	5	05/12/2026
NR/L2/TEL/30179	Design of Fibre Distribution Systems and Fibre End-User Connections	2	05/12/2026
NR/L2/TEL/30400	GSM-R for ETCS Traffic Manual	1	05/12/2026
NR/GN/TRK/7001	Index of Track Work Information Sheets (TWI)	23	N/a
NR/L2/TRK/001	Inspection and Maintenance of Permanent Way	30	05/09/2026
NR/L2/TRK/011	Competence in track engineering	1	04/09/2027
NR/L2/TRK/3230	Control of On-Track Machines	5	05/12/2026
NR/L3/TRK/003	Index of Track Engineering Forms	56	05/09/2026
NR/L3/TRK/3250	Post-work activities following works using on-track machines	3	05/12/2026
NR/L3/TRK/1300	Re-profiling and Grinding of Running Rails, including Switches and Crossings	2	05/12/2026
NR/L3/XNG/30049	Ingegneria Dei Sistemi LXOD Handbook	3	05/12/2026
NR/GN/MTC/00011	Rail Stock Bolt Torque Application	1	Withdrawal date: 07/09/2026
NR/L2/CTM/012	Competence and Training in Signal Engineering	3	Withdrawal date: 05/12/2026
NR/SP/CTM/011	Competence and Training in Track Engineering	1	Withdrawal date: 04/09/2027
RT/E/G/00028	General Guidelines on Train Protection & the Provision of Signalling	1	Withdrawal date: 05/12/2026

Note: Entries in **RED** denote a standalone standard withdrawal

Addendums

Reference	Title	Issue	Compliance Date
NR/L2/TRK/0132/ADD	Maintenance Arc Welding of Rails, Switches and Crossings	1	05/09/2026
NR/L2/SIG/50035/08/ADD	Addendum affects module NR/L2/SIG/50035/08, Competence and Training for the Competence Framework; CCS Signal Works Testing – Withdrawn by NR/L2/SIG/50035/08 Issue 2	1	24/07/2026
NR/L3/CIV/003/ADD	Engineering and Architectural Assurance of Building and Civil Engineering Works – Addendum	1	31/07/2026
NR/GN/SIG/19047/ADD	SIGTAN047 - Points (General) - Addendum	1	07/06/2025
NR/L2/CIV/005/ADD	Addendum affecting standard NR/L2/CIV/005 Issue 2 - Drainage Systems Manual	1	20/03/2026
NR/L2/CTM/014/ADD	Addendum affects NR/L2/CTM/014/ADD Issue 2, Training and Competence Overhead Line Engineering	1	07/06/2025
NR/L2/ELP/CTM015/ADD	Addendum affects NR/L2/ELP/CTM015 Issue 2, Competence & Training in DC Conductor Rail Engineering	1	06/09/2025
NR/L2/ENV/015/ADD	Sustainability Minimum Requirements for Projects – Design and Construction - Addendum	1	06/01/2026
NR/L2/SIG/30014/ADD	Signalling Works Testing Handbook - Addendum	1	07/06/2025
NR/SP/SIG/10131/ADD	Addendum affects NR/SP/SIG/10131 Issue 2, Requirement Specification for 'Signals On' Controls for SSI Schemes	1	06/09/2025
NR/L2/TEL/00013/ADD	Addendum affects NR/L2/TEL/00013 Issue 4, Specification for Cable Troughing	1	06/09/2025
NR/L3/ELP/SAI25/ADD	Addendum affecting NR/L3/ELP/SAI25 - Working On or About Overhead Line Equipment (SAI) – (For Deployment in Eastern Region, North West & Central Region, Scotland's Railway and Southern Region) - Issue 5	1	26/03/2026
NR/L2/TRK/001/ADD	Addendum affects NR/L2/TRK/001 Inspection and Maintenance of Permanent Way	1	06/09/2025
NR/SP/SIG/10067/ADD	Addendum affects Requirement Specification for a VDU Based System (RT/E/S/10067/ADD)	1	06/09/2025

Current Emergency Changes

To access any active Emergency Change you need to refer to its associated Network Rail Standard. **The front page of the standard will provide details of the relevant change.** When using the online service there will be an active link to each relevant change.

Reference	Title	Issue	Date
NR/BS/LI/511	Standard/control document affected: NR/L2/CIV/193 (Issue 2), Standard Specification for New and Upgraded Lifts	1	03/09/2025
NR/BS/LI/510	Standard/control document affected: NR/L3/ELP/3091 [Working on or About 750V D.C Electrified Lines] Module 9 Emergency Switch Off	1	26/06/2025
NR/BS/LI/504	Standard/control document affected: NR/L2/TRK/001/mod14 (Issue 8), Managing Track in Hot weather	1	24/06/2024
NR/BS/LI/501	Standard/control document affected: NR/L3/ELP/27720 (Issue 1), Test Before Touch for Overhead Line Equipment (replaces NR/BS/LI/490)	1	10/06/2024
NR/BS/LI/499	Standard/control document affected: NR/L2/CIV/196 (Issue 1), Standard Specification for New and Upgraded Escalators	1	01/06/2023
NR/BS/LI/496	Standard/control document affected: NR/L2/OHS/003 (Issue 9), Fatigue Risk Management and associated Modules	1	03/02/2023
NR/BS/LI/472	Standard/control document affected: NR/L2/CIV/196 (Issue 1), Standard Specification for New and Upgraded Escalators	1	28/07/2021
NR/BS/LI/371	Standard affected: NR/L2/CIV/162 (Issue 2). Platform Extensions. Location of metal structures on Third Rail area Station Platforms	1	02/03/2016
NR/BS/LI/292	NR/L3/TRK/1010 (Issue 2). Management of responses to extreme weather conditions at structures, earthworks and other key locations	1	18/07/2013
NR/BS/LI/163	Standard affected: RT/CE/S/130 (Issue 1). Flash-Welded Rails: Site Welded Strings	2	01/10/2010
NR/BS/LI/154	Use Of The Geismar THR542 Lightweight Stressing Equipment In Tandem. Standard affected: NR/L2/TRK/3011 (Issue 6)	1	18/01/2010
NR/BS/LI/101	Standard affected: RT/CE/S/077 Storage. Installation & Testing of TSR & ESR AWS	1	08/09/2008
NR/BS/LI/060	Traction electrical distribution sites with compromised earthing due to theft of cables - affected standard NR/SP/ELP/21032	1	23/11/2006
NR/BS/LI/047 - E&P	Bimold Connections on Rectifier Transformers at DC Traction Substations	1	05/05/2006
NR/BS/LI/032	Labelling of Track Isolating Switches (T.I.S)	1	17/10/2005

Current Technical Instructions

Reference	Title	Issue	Date
TI 000	Index of Technical Instructions Contained in NR/L2/SIG/11120	36	03/09/2022
TI 022	Robust Train Protection: Replacement OSS positioning rules	4	07/04/2019
TI 059	Low Voltage DC Track Circuits & Electric Point Heating	1	03/03/2007
TI 062	DC Track Circuits: Abutting Low-&Medium-Voltage Types	1	01/04/2007
TI 101	Signalling Circuits Carried Over Telecom Transmission Systems - Impact on Train Describer Specifications	2	10/12/2008
TI 149	Intelligent Infrastructure Data Logger – Design, Install and Commission	2	09/06/2011
TI 157	SSP 50 – Remote Control Standby Arrangements GK/RT0025 (GK/GN0525) - Signalling Control Centres	1	24/02/2011
TI 178	Standard/Control document affected: NR/L2/CTM/012 (Issue 3), [Competence and Training in Signal Engineering & NR/L2/CTM/012/044 (Issue 1), [Competence and Training in Signal Engineering SMTH] Withdrawn by NR/L2/SIG/50035 Issue 10 – 05/12/2026	2	15/03/2022
TI 181 & TI 181 Appendix	Standard/control document affected: NR/L3/SIG/11231 (Issue 18), Signal Maintenance Testing Handbook, NR/SMTH/Part05, Part08 and Part09; NR/L3/SIG/10663 (Issue 16), Signal Maintenance Specifications, NR/SMS/Part/Z/Z01	1	09/03/2023
TI 182	Standard/control document affected: NR/L3/SIG/10663 (Issue 16), Signal Maintenance Specifications NR/SMS/Part C NR/L2/SIG/30014 (Issue 21), Signal Works Testing Handbook NR/L2/SIG/30014/D115, NR/GN/SIG/19047 (Issue 3), SIGTAN047 - Points (General) – HISTORIC 07/06/2025	3	16/11/2023

Current Special Inspection Notices

Reference	Title	Issue	Date
NR/SIN/173/Appendix D	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix D	1	26/04/2018
NR/SIN/173/Appendix C	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix C	1	26/04/2018
NR/SIN/173/Appendix B	Management of risk at User Worked Level Crossings equipped with Power Operated Gate Openers (POGOs) or with both Barriers and Miniature Stop Lights (MSLs) - Appendix B	1	26/04/2018
NR/SIN/169	VT1 Type Relays Inspection	3	26/06/2020
NR/SIN/166	Inspection of Howells Re-Engineered Level Crossing Power Packs	1	22/05/2017
NR/SIN/162	Inspection of Dorman Classic and CLS LITE LED Signals	2	08/11/2018
NR/SIN/160	Covtec Supplementary Audible Warning Device (SAWD)	2	20/04/2020
NR/SIN/158/Appendix C	Trunnion Bolt Replacement SINAC Form	1	18/11/2016
NR/SIN/158	Level crossing pedestal trunnion bolts	1	18/11/2016
NR/SIN/143	Special Inspection of Architectural Features attached to Station Building Assets	3	24/04/2015

Controlled Document List 06 June 2026

Key

StdNo	Current standard
Stdno	New Standard
StdNo	Live standard pending withdrawal
StdNo	Superseded/Withdrawn

GROUP STANDARDS Website: http://www.rssb.co.uk/railway-group-standards			
Ref. / Title	Issue No	Issue Date	
Modular Rulebook GE/RT8000/ (See separate page for listed modules and issue dates)	-----	-----	
GEGN8575 Guidance Note on the Management of Electrical Risk Related to Operational Tasks on Electrified Lines	2	03/2026	
GEGN8613 Application of human factors within safety management systems	1	03/2021	
GERM8000 Possession Workers Manual	12	09/2025	
GERM8000 Track Workers Manual	16	03/2026	
GERM8000 Track Workers Manual	17	09/2026	
GERM8000-master-module Master Manual	17	03/2026	
GERM8000-master-module Master Manual	18	09/2026	
GERM8000 -Signaller and Signalling Technician Manual	18	09/2026	
GLRT1210 AC Energy Subsystem and Interfaces to Rolling Stock Subsystem	3	12/2022	
GLRT1212 DC Conductor Rail Energy Subsystem and Interfaces to Rolling Stock Subsystem	2	03/2026	
GOGN3616 Guidance on Operational Railway Safety Awareness	1.1	10/2024	
RIS-3789-TOM Iss 1 Medical Fitness Assessment	1	03/2025	
RIS-1530-PLT On-Track Plant, Trolleys and Associated Equipment	7.2	03/2025	
RIS-2750-RST Supplier Assurance	1.1	12/2021	
RIS-3118-TOM Incident Response Planning & Management	2	12/2019	
RIS-3119-TOM Accident and Incident Investigation	3	03/2022	
RIS-3279-TOM High Visibility Clothing	2	09/2019	
RIS-3701-TOM Confidential Reporting System for Rail Staff	2.1	12/2019	
RIS-3789-TOM Medical Fitness Assessment	1	03/2025	
RIS-8046-TOM Spoken Safety Critical Communications	2	09/2019	
RIS-8047-TOM Reporting of Safety Related Information	2.1	12/2025	
RIS-8070-TOM Drugs and alcohol testing for safety-critical workers	2	03/2022	

LONDON UNDERGROUND (LU) STANDARDS			
Ref. / Title	Issue No	Issue Date	
LUL G1163 Stations DLO - Failure Reporting Analysis & Corrective Action System (FRACAS)	A2	11/2015	
LUL G1164 Making a Referral to the Drug and Alcohol Advisory and Treatment Service DAATS	A3	09/2019	
LUL G1234 Incident recording, investigation and reporting	A5	05/2021	
LUL G1241 Alcohol and Drugs at Work Guidelines and Information For Managers	6	07/2009	
LUL G1242 Alcohol and Drugs at Work – Managers For Cause and Post Incident Check List	A4	04/2020	
LUL G1249 Environmental Incident Categories	A5	07/2018	
LUL G2020 Wuhan novel coronavirus	A1	01/2020	
LUL G557 Electronic Incident Reporting Form (eIRF)	A5	03/2014	
LUL LF29 Incident investigation & reporting or recording What you need to remember	01	n/a	
LUL R0350 Guidance and advice for the use of personal protective equipment	A1	01/2014	
LUL R0403 Personal Protective Equipment (PPE) catalogue	1.1	01/2014	

LONDON UNDERGROUND (LU) STANDARDS		
Ref. / Title	Issue No	Issue Date
LUL S1053 Civil Engineering – Building and Station Structures	A15	01/2023
LUL S1061 Civil Engineering – Bridges and Structures Assessment	A7	01/2023
LUL S1251 Alcohol and Work; includes Written Notice 12/24/2014, 6/16/2015	A2	11/2011
LUL S1257 Drugs and Work; Includes Written Notice 01317: 12/24/2014	A2	11/2011
LUL S1538 Assurance	A17	08/2022
LUL S1548 Safety Critical Work	A7	09/2021
LUL S1552 Contract QUENSH Conditions Incorporating written notice: 05/10/2017, 05/02/2019, 16/03/2022	A18	11/2016
LUL S1601 Management Arrangements to Assure Medical Fitness	A6	12/2022
LUL S1602 Corporate Medical Standard for Personnel Requiring Safety on the Track Certification	A12	11/2022
LUL S1603 Audiometric standard for personnel requiring safety on the track certification	A8	10/2022
LUL S1604 Vision standard for personnel requiring safety on the Track Certification	A10	12/2022
LUL S1605 Providers of Medical Assessment for Track Certification and other Safety Critical Certification Purposes	A5	10/2022
LUL S1801 Competence requirements for undertaking Civil Engineering Safety Critical Work	A2	03/2022

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/CAT/STP/001 Catalogue of Network Rail Standards	140	06/2026
PTS Handbook RT 3170	11	08/2024
NR/GN/CIV/002 The Use of Protective Coatings and Sealants	7	03/2025
NR/GN/CIV/003 Guidance on Engineering and Architectural Assurance of Building and Civil Engineering Works	3	12/2025
NR/GN/CIV/065 Examination of Earthworks Guidance Manual	2	09/2022
NR/GN/CIV/208 Ground Investigation	1	12/2018
NR/L1/CIV/601 Managing the Highways Interface	1	12/2021
NR/L2/CIV/003 Engineering and Architectural Assurance of Building and Civil Engineering Works	9	12/2025
NR/L2/CIV/032 The Management of Structures Manual	1	12/2021
NR/L2/CIV/032 The Management of Structures Manual	2	09/2026
NR/L2/CIV/035 Management of Structures	2	06/2019
NR/L2/CIV/039 Assessment and Certification of Protective Coatings Replaces: NR/L3/CIV/039 Issue 5	1	06/2023
NR/L2/CIV/076 Management of Bridge Strikes Replaces NR/L3/CIV/076 Issue 4 and NR/L3/CIV/176 Issue 4	1	03/2023
NR/L2/CIV/086 Management of Earthworks	12	06/2024
NR/L2/CIV/1000 Competence Management for Buildings and Civils Infrastructure	7	06/2025
NR/L2/CIV/1000 Competence Management for Buildings and Civils Infrastructure	5	09/2024
NR/L2/CIV/171 Examinations, Inspections and Assessments of Buildings & Architecture Assets: Structures and Fabric	3	09/2022
NR/L2/CIV/250 Landlord's Consent	1	03/2020
NR/L2/CIV/295 Scour Assessment of Bridges, Culverts and Retaining Walls	3	09/2023
NR/L2/CIV/602 Highways Interface Planning Process	1	12/2021
NR/L2/CIV/602 Highways Interface Planning Process	2	09/2026
NR/L3/CIV/0001 Management of Road Vehicle Incursions (RVI)	3	12/2022
NR/L3/CIV/006 Structures, Tunnels, and Operational Property Examinations	16	03/2026
NR/L3/CIV/0063 Piling, Drilling, Crane, MEWP and SMPT operations adjacent to the Railway	2	06/2024
NR/L3/CIV/040 Work Instruction for the use of Protective Coating Systems	4	03/2025

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L3/CIV/065 Examination of Earthworks Manual	8	09/2025
NR/L3/CIV/170 Assessment of Tunnels	2	12/2021
NR/L3/CIV/185 Reporting and Investigation of Geotechnical Incidents	5	12/2023
NR/L3/CIV/190 Developing Extreme Weather Plans	1	12/2017
NR/L3/CIV/603 Working at the Highways Interface	1	12/2021
NR/L3/CIV/603 Working at the Highways Interface	2	09/2026
NR/L3/CIV/604 Highways Interface Manual	1	12/2021
NR/L3/CIV/604 Highways Interface Manual	2	09/2026
NR/GN/CPR/401 Guidance on Contractual Health and Safety Requirements	1	12/2008
NR/L2/CPR/201 Supplier Qualification	2	12/2011
NR/L2/CPR/302 Supplier Qualification - Core Requirements (For PCL / POL Holders)	2	09/2011
NR/L2/CSG/STP001 Standards and Controls Management Manual	10	09/2025
NR/L2/CSG/10070 Managing customer contact, complaints, advance notification of railway work and community engagement	1	12/2025
NR/L1/CTM/001 Competence Management	2	09/2025
NR/L2/CTM/017 Competence and Training in Civil Engineering	1	06/2006
NR/L2/CTM/021 Competence and Training in Track Worker Safety	5	09/2025
NR/L2/CTM/025 Competence & Training in On-Track Plant Operation & Activities	2	03/2021
NR/L2/CTM/201 Competence Management	3	09/2025
NR/L2/CTM/202 Quality Assurance in Training & Assessment	3	12/2019
NR/L2/CTM/209 Competence & Training in Safe System of Work Planner	1	12/2010
NR/L2/CTM/220 Competence & Training in Portable, Transportable & Mobile Plant (PTMP) Operation & Activities	2	06/2021
NR/L2/CTM/223 Competence & Training in Managing Site Safety	1	06/2011
NR/L3/CTM/306 Skills Assessment Scheme	4	09/2024
NR/L2/ELP/21085 Earthing and Bonding on A.C. Electrified Railways	7	03/2024
NR/L2/ELP/20750 Single Approach to Electrical Safety for Working On or Near Electrification Systems – Conductor Rail Equipment	1	03/2026
NR/L2/ELP/21087 Specification of maintenance frequency and defect prioritisation of Overhead Line Equipment	12	09/2025
NR/L2/ELP/21088 General Maintenance Parameters for Overhead Line Electrification Equipment	4	06/2021
NR/L2/ELP/21090 OLE Seasonal Preparation Response for Extreme Weather	1	12/2020
NR/L2/ELP/21131 Warning and Other Signs for A.C. and D.C. Electrified Lines	4	03/2023
NR/L2/ELP/23002 Specification for High Voltage AC Cables, AC Traction Earthing and Bonding Cables, DC Traction Cables, Pilot Cables and Associated Accessories	1	12/2020
NR/L2/ELP/27009 Overhead Line Equipment Campaign Changes	3	03/2017
NR/L2/ELP/27023 Conductor Rail Heating Standard	2	03/2024
NR/L2/ELP/27172 Conductor Rail Guard Boarding	1	06/2021
NR/L2/ELP/27307 Management of M&EE Safety Related Event Reports	4	12/2017
NR/L2/ELP/27402 Specification for protection and control devices for electrical systems	1	12/2009
NR/L2/ELP/27715 Overhead Contact System Design Specification	4	12/2023
NR/L2/ELP/27716 Electrical and Mechanical Clearances On Overhead Electrified Railways	1	12/2023
NR/L2/ELP/27717 Bridge Parapet Electrical Risk Assessment	1	03/2023
NR/L2/ELP/27722 Protection Principles for A.C. Electrified Railways	1	03/2023

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L2/ELP/27800 Specification for 25 kV a.c. Earthing Pantographs and Interface with Vehicle (On Track Plant or Road Rail Vehicles)	1	12/2020
NR/L2/ELP/CTM033 Competence and Training in OLE Electrical Safety	2	03/2024
NR/L3/ELP/00750 DC Conductor Rail Electrified Lines Working Instructions	3	12/2025
NR/L3/ELP/21067 Instructions for Issuing, and Cancelling Safety Documents and Interface Certificates on High Voltage Distribution Systems	9	12/2025
NR/L3/ELP/22001 Procedures and Competence Requirements for Persons Undertaking Works Near High Voltage Cables and Cable Routes	2	06/2022
NR/L3/ELP/27051 Working Instructions for d.c. Electrified Lines in the Liverpool Area	6	09/2019
NR/L3/ELP/27115 Arrangements for isolation of the conductor rail for pre-planned possessions of the line	6	12/2025
NR/L3/ELP/27140 Application of Short Circuits for Conductor Rail Isolations	4	03/2019
NR/L3/ELP/27171 Electrical Insulating Gloves - Replaces NR/WI/ELP/27171	3	06/2021
NR/L3/ELP/27237 Overhead Line Work Instructions	27	12/2025
NR/L3/ELP/27250 Conductor Rail Equipment – Design and Maintenance Working Instructions	8	03/2024
NR/L3/ELP/27720 Test Before Touch for Overhead Line Equipment	1	09/2022
NR/L3/ELP/29987 Working on or About 25 KV AC Electrified Lines	9	06/2023
NR/L3/ELP/3091 DC Conductor Rail Electrified Lines Working Instructions	6	09/2024
NR/L3/ELP/SAI25 Working On or About Overhead Line Equipment (SAI) – (For Deployment in Eastern Region, North West & Central Region, Scotland's Railway and Southern Region)	5	09/2025
NR/L2/ENV/015 Sustainability Minimum Requirements for Projects – Design and Construction	10	12/2025
NR/L2/ENV/115 Environment and Social Management System Requirements	1	03/2018
NR/L2/ENV/120 Waste Management	2	06/2023
NR/L2/ENV/121 Managing Environmental and Social Impact of Noise and Vibration	1	12/2019
NR/L2/ENV/122 Biodiversity	2	03/2023
NR/L2/ENV/123 Prevention of Pollution to Land and Water	1	12/2019
NR/L2/ENV/123 Prevention of Pollution to Land, Air and Water	2	09/2026
NR/L2/ENV/125 Carbon Management for Projects and Engineering Works	1	12/2025
NR/L2/INF/02202 Records Management of Health and Safety Files	7	06/2023
NR/L3/INF/02226 Corporate Records Retention Schedule	3	12/2017
NR/GN/INI/001 Guidance on the Management of Door to Door Work & Travel Time	1	12/2008
NR/L2/INI/EDT/CP0091 Specification for Computer Aided Design	4	12/2018
NR/L3/INI/CP0028 Contract Requirements - Quality	3	06/2012
NR/L3/INI/CP0036 Provision of Welfare Facilities (see NR/L2/OHS/CP0036 June 2024)	4	08/2008
NR/L3/INV/3001 Reporting and Investigation Manual	10	06/2026
NR/L2/MTC/089 Arrangements for the exchange of asset data and the continuing maintenance of assets undergoing change	3	12/2023
NR/L2/MTC/CTM001 Competence within Maintenance	1	09/2024
NR/L2/MTC/CTM455 Management of competencies within the competence matrix	1	06/2025
NR/L3/MTC/CP009 COVID-19 Contingency Plan: Safe Working Practices	11	03/2022
NR/L3/MTC/EN0100 Waste Management	3	06/2012
NR/L3/MTC/EN0101 Management of Discharges to Sewers & Controlled Waters	3	06/2012
NR/L3/MTC/EN0225 Environ Management System for Infrastructure Maintenance	1	06/2012
NR/L3/MTC/EP0152 Working on or Adjacent to Conductor Rail	5	12/2011
NR/L3/MTC/MG0173 Monitoring of Spoken Safety Communications	4	09/2022

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L3/MTC/MG0210 Management of Maintenance Work within a Worksite to Prevent a Possession Overrun	3	06/2019
NR/L3/MTC/MG0213 Index of Standard Maintenance Forms	26	06/2026
NR/L3/MTC/MG0213 Index of Standard Maintenance Forms	27	09/2026
NR/L3/MTC/RCS0216 Task Risk Control Manual	33	12/2025
NR/L3/MTC/RCS0216/OLE02 Risk Control Manual: Working on Red Bonds/Impedance Bonds	2	03/2012
NR/L3/MTC/SE0115 Confined Spaces Working & Entry Procedure	2	06/2008
NR/L3/MTC/SE0117 Planned Assurance Inspections and Site Surveillance	5	12/2023
NR/L3/MTC/SE0220 Planning and Delivering Safe Working at Height	2	09/2020
NR/CS/OHS/002 Policy on Working Safely	1	02/2007
NR/GN/OHS/00155 Short-term Changes in the Creation and Application of Safe Work Packs and Briefing Arrangements COVID-19 Contingency Plan (Guidance for Regions on NR/L2/OHS/019)	1	06/2020
NR/L1/OHS/052 Traumatic Incident Management	1	06/2016
NR/L2/OHS/00102 Work Activity Risk Assessments	6	12/2023
NR/L2/OHS/00110 First Aid at Work	6	09/2017
NR/L2/OHS/00112 Worksafe Procedure	3	09/2020
NR/L2/OHS/00113 Health surveillance and management of diagnoses for Hand-arm Vibration Syndrome (HAV)	5	03/2016
NR/L2/OHS/00117 New and Expectant Mothers Risk Management	3	09/2024
NR/L2/OHS/00120 Drugs and Alcohol Standard	8	03/2025
NR/L2/OHS/00124 Competence Specific Medical Fitness Requirements and Occupational Health Provider Requirements for Medical Assessments	3	12/2016
NR/L2/OHS/00130 Creating a Site of Work Segregated from the Railway	3	09/2024
NR/L2/OHS/003 Fatigue Risk Management	9	12/2019
NR/L2/OHS/0044 Planning and Managing Construction Work replaces NR/L3/INI/CP0044 Work Package Planning	5	12/2016
NR/L2/OHS/0047 Managing Health and Safety in Construction (Application of the Construction (Design and Management) Regulations to Network Rail)	7	06/2019
NR/L2/OHS/019 Safety of People at work on or near the line	13	12/2025
NR/L2/OHS/020 Track Visitor Permits	6	03/2026
NR/L2/OHS/021 Personal Protective Equipment (PPE)	6	03/2026
NR/L2/OHS/022 Working Safely at Height	2	03/2020
NR/L2/OHS/032 Training, Competence and Assessment in Accident and Incident Investigation	3	09/2021
NR/L2/OHS/050 Application of the Sentinel Scheme Rules	5	09/2023
NR/L2/OHS/053 Assessing Risk of Stress in the Workplace	3	03/2022
NR/L2/OHS/1030 Working safely in the vicinity of buried services (formerly NR/L2/INI/CP1030)	2	09/2025
NR/L2/OHS/157 Health surveillance for silica and asbestos and the management of diagnosed occupational respiratory conditions	1	03/2017
NR/L2/OHS/501 Trackworker Protection and Warning Systems	9	12/2025
NR/L2/OHS/CP0036 The provision of welfare facilities for temporary and transient work activities (formerly NR/L3/INI/CP0036)	5	06/2024
NR/L2/OHS/CP0070 Principal Contractor Licensing Assurance (aka NR/L2/INI/CP0070)	6	12/2022
NR/GN/OPS/301 Competencies and roles supporting NR/L2/OPS/301 – Management of Safety Critical Communications and NR/L3/OPS/301 – Safety Critical Communications Manual	1	03/2025
NR/L2/OPS/207 Training and Competence in Engineering Access Planning (formerly NR/L2/CTM/207 – Competence and Training in Planning)	1	03/2023
NR/L2/OPS/291 Railway Crime Risk Management	1	12/2019
NR/L2/OPS/301 Management of Safety Critical Communications	2	03/2026

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L3/OPS/0064 Delivering Work within Possessions – Replaced by NR/L3/P3M/0064	6	06/2021
NR/L3/OPS/084 Line Clear of Vehicle(s) Arrangements Following Engineering Works – Line Clear Verification Process	7	12/2024
NR/L3/OPS/251 Unmanned Aircraft System (Drone/UAS) Operations	4	09/2021
NR/L3/OPS/301 Management of Safety Critical Communications Manual Index	2	03/2026
NR/OPS/DEV/009 Network Rail: Good Practice Guide for Working at Operational Locations (Signal Boxes, Electrical Control Rooms, Controls) During COVID 19	2	06/2020
NR/GN/OTK/5000 Index of Off-Track Drawings	4	09/2024
NR/L2/OTK/5201 Vegetation Management Manual	67	12/2025
NR/L3/P3M/005 (formerly NR/L3/OHS/005) Design and Construction Management in a High Street Environment	6	12/2024
NR/L3/P3M/0064 Delivering Work Within Possessions (formerly NR/L3/OPS/0064)	7	09/2026
NR/GN/RMVP/0200 Infrastructure Plant Manual Guidance	3	03/2026
NR/L2/RMVP/0200 Infrastructure Plant Manual	17	03/2026
NR/L3/RMVP/0201 Calibration Work Instruction Manual	3	09/2025
NR/L3/RMVP/27702 Plant Product Acceptance Process	2	03/2026
NR/L3/RMVP/40060 Control of Engineering Change for On Track Plan	1	06/2026
NR/L2/RSE/0005 Product Design for Reliability	6	06/2026
NR/L2/RSE/02009 Engineering Management for Projects	8	03/2023
NR/L2/RSE/070 Engineering Verification	3	03/2022
NR/L2/RSE/100 Network Rail Assurance Panel processes	9	06/2025
NR/L2/RSE/CONM/001 Construction Management for Projects	2	12/2023
NR/L2/SCO/302 Supplier Qualification Requirements	1	06/2020
NR/L2/SCO/310 Control of Movements in Depots, Yards and Associated Depot Sidings (Methods of Work)	1	12/2022
NR/L3/SCO/313 On-Track Machines (OTMs) Driver and Operations Standards Manual	15	03/2025
NR/L3/SCO/314 Engineering Assurance for T&RS, OTM and OTP Projects	3	06/2023
NR/L3/SCO/320 Supplier Quality Assurance (SQA)	2	09/2020
NR/L1/SCT/001 Security Management System (SeMS)	1	09/2023
NR/L1/SCT/002 Cyber Security and Resilience for Digital Systems Replaces NR/L1/INF/02232 Issue 2	1	03/2023
NR/SIN/185 Identification and Inspection of Plain-Lined S&C	1	06/2019
NR/L2/SIG/10160 Specification for Application of the IRSE Licensing Scheme	3	12/2020
NR/L2/SIG/11201 Signalling Design Handbook	23	06/2026
NR/L2/SIG/14201 Signalling Risk Assessment Handbook	6	12/2025
NR/L2/SIG/30009 Signalling Principles Handbook	30	12/2025
NR/L2/SIG/30009 Signalling Principles Handbook	31	09/2026
NR/L2/SIG/30014 Signalling Works Testing Handbook	25	03/2026
NR/L2/SIG/50035 Competence Standard - Competence and Training in Signal and Level Crossing Engineering	9	09/2025

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L2/SIG/50035 Competence Standard - Competence and Training in Signal and Level Crossing Engineering	10	09/2026
NR/L2/SIG/50040 Temporary Speed Restrictions replaces NR/L3/SIG/MG0110	1	12/2021
NR/L2/SIG/50050 Topographic, engineering, land and measured building surveying – Signalling	1	09/2023
NR/L2/SIG/50055 Building Information Modelling (BIM) data management and business process for Control, Command and Signalling (CCS)	1	09/2025
NR/L3/SIG/10064 General Instructions to Staff Working on S&T Equipment	15	06/2026
NR/L3/SIG/10661 Signal Maintenance Task Intervals	30	06/2026
NR/L3/SIG/10663 Signal Maintenance Specifications (SMS)	21	06/2026
NR/L3/SIG/10665 Reliability Centred Maintenance of Signalling Equipment	24	06/2025
NR/L3/SIG/11231 Signal Maintenance Testing Handbook (SMTH)	24	06/2026
NR/L3/SIG/11235 Signal Intermediate Testing Handbook	4	06/2025
NR/L3/SIGELP/50000 Signalling Power Distribution Equipment above 175 V AC	7	06/2025
NR/L3/SIGELP/50001 Work Instruction: Signalling Power Distribution Equipment above 175 V AC	6	12/2023
NR/L3/SIGELP/50002 Safe Working Practices When Working on or Near Signalling Power Distribution Equipment Above 175 Volts	1	12/2016
NR/L3/SIGELP/50003 Safe Working Practices When Working on or Near Signalling Equipment	1	03/2018
NR/L2/TEL/30067 The Transmission of Safety Related Information	2	12/2011
NR/L2/TEL/30156 Functional Requirements for Safety Related Communications Equipment for On Track Plant Working	1	12/2011
NR/L2/TEL/30200 Competence in Professional Telecoms Engineering	1	06/2026
NR/L3/TEL/30181 Telecoms Maintenance Work Instructions Handbook	14	06/2025
NR/GN/TRK/7001 Index of Track Work Information Sheets (TWI)	22	06/2026
NR/GN/TRK/7001 Index of Track Work Information Sheets (TWI)	23	09/2026
NR/L1/TRK/100 Management of Track Assets	1	03/2020
NR/L2/TRK/001 Inspection and Maintenance of Permanent Way	29	06/2026
NR/L2/TRK/001 Inspection and Maintenance of Permanent Way	30	09/2026
NR/L2/TRK/011 Competence in track engineering	1	09/2026
NR/L2/TRK/1054 Inspection and maintenance procedures for crossings in track	7	12/2025
NR/L2/TRK/3038 Longitudinal Bearer Systems Inspection, Maintenance and Design	8	12/2023
NR/L2/TRK/3415 Refurbishment of Switches and Crossings	3	03/2023
NR/L2/TRK/4239 Track Bed Investigation, Design and Installation	3	12/2023
NR/L2/TRK/6100 The Installation and Maintenance of Stretcher Bars	6	06/2023
NR/L2/TRK/7014 Standardised Risk Based Maintenance Regime (RBM) for the Inspection and Maintenance of the Permanent Way	2	03/2022
NR/L2/TRK/9025 Track Risk Registers	1	03/2025
NR/L3/TRK/003 Index of Track Engineering Forms	55	06/2026
NR/L3/TRK/003 Index of Track Engineering Forms	56	09/2026
NR/L3/TRK/1015 Management of Basic Visual Inspection	8	03/2023
NR/L3/TRK/1020 Track Hand Back for Projects: Confirming track is safe for opening at the selected line speed after projects engineering work	2	12/2024
NR/L3/TRK/3230 Control of On-Track Machines (OTM)	4	03/2024
NR/L3/TRK/3230 Control of On-Track Machines (OTM)	5	09/2026
NR/L3/TRK/3250 Post-work activities following works using on-track machines	3	09/2026
NR/L3/TRK/3530 Track Lubricants	1	06/2012

NETWORK RAIL STANDARDS		
Ref. / Title	Issue No	Issue Date
NR/L3/TRK/7006 Creation and Application of an Emergency Speed Restriction (ESR) Design	3	09/2022
NR/L3/TRK/7013 Planning and Installation of Temporary Rail Joints	1	09/2021
NR/SP/TRK/1110 Qualification and Certification of Non-Destructive Testing Personnel	3	06/2025
NR/L2/XNG/30012 Level Crossing Principles Handbook	1	12/2025
NR/L3/XNG/003 Level Crossing Risk Assessment Handbook	3	06/2026

OTHER STANDARDS & GUIDANCE	
Ref. / Title	Reference
BS EN ISO 14001:2015	2015
BS EN ISO 14001:2015 Amendment 1: Climate Action Changes	Feb 2024
BS EN ISO 14001:2026	2026
BS EN ISO 9001:2015	2015
BS EN ISO 9001:2015 Amendment 1: Climate Action Changes	Feb 2024
BS EN ISO 45001:2018	2018
BS EN ISO 45001:2018 Amendment 1: Climate Action Changes	Feb 2024
Investigating Accidents and Incidents – HS(G)245	2004 (HSE)
Managing health and safety in construction Construction (Design and Management) Regulations 2015. Guidance on Regulations	ISBN 9780717666263
Managing for health and safety (HSG65)	2013 (HSE)
Sentinel Scheme Rules https://info.railsentinel.co.uk/about/rules/ See also: Sentinel Rule Breaches - Safety Central (networkrail.co.uk)	V5.1 11 July 2025
RTAS Rules QA Reference – National Skills Academy for Rail (nsar.co.uk)	V2.1 Effective 1 August 2022

LEGISLATION - https://www.legislation.gov.uk/	
Ref. / Title	Reference
Bribery Act 2010	2010 c. 23
The Control of Asbestos Regulations 2012	2012 No 632
Control of Pollution (Amendment) Act 1989	1989 c. 14
Control of Pollution Act 1974	1974 c. 40
Corporate Manslaughter and Corporate Homicide Act 2007	2007 c. 19
Data Protection Act 2018	2018 c. 12
Environmental Protection Act 1990	1990 c. 43
European Union (Future Relationship) Act 2020	2020 c. 29
Health & Safety at Work etc. Act 1974	1974 c. 37
Modern Slavery Act 2015	2015 c. 30
Pollution Prevention and Control Act 1999	1999 c. 24
The Confined Spaces Regulations 1997	1997 No. 1713
The Construction (Design and Management) Regulations 2015	2015 No. 51
The Control of Asbestos at Work (Amendment) Regulations 1992	1992 No. 3068
The Control of Asbestos at Work (Amendment) Regulations 1998	1998 No. 3235

LEGISLATION - https://www.legislation.gov.uk/	
Ref. / Title	Reference
The Control of Asbestos at Work Regulations 1987	1987 No. 2115
The Control of Asbestos in the Air Regulations 1990	1990 No. 556
The Control of Asbestos Regulations 2006	2006 No. 2739
The Control of Lead at Work Regulations 1980	1980 No. 1248
The Control of Lead at Work Regulations 1998	1998 No. 543
The Control of Lead at Work Regulations 2002	2002 No. 2676
The Control of Noise at Work Regulations 2005	2005 No. 1643
The Control of Pesticides Regulations 1986	1986 No. 1510
The Control of Substances Hazardous to Health (Amendment) Regulations 2004	2004 No. 3386
The Control of Substances Hazardous to Health Regulations 2002	2002 No. 2677
The Environmental Noise, Site Waste Management Plans and Spreadable Fats etc. (Revocations and Amendments) Regulations 2013	2013 No. 2854
The Fire Precautions (Workplace) Regulations 1997	1997 No. 1840
The Fire Safety (England) Regulations 2022	2022 No. 547
The Fire Safety Act 2021 (Commencement) (England) Regulations 2022	2022 No. 544 (C. 26)
The Hazardous Waste (England and Wales) (Amendment) Regulations 2009	2009 No. 507
The Hazardous Waste (England and Wales) Regulations 2005	2005 No. 894
The Health and Safety (Consultation with Employees) Regulations 1996	1996 No. 1513
The Health and Safety (Display Screen Equipment) Regulations 1992	1992 No. 2792
The Health and Safety (First-Aid) Regulations 1981	1981 No. 917
The Health Protection (Coronavirus, Collection of Contact Details etc and Related Requirements) Regulations 2020	2020 No. 1005
The Health Protection (Coronavirus, International Travel) (England) Regulations 2020	2020 No. 568
The Health Protection (Coronavirus, Restrictions) (All Tiers) (England) Regulations 2020	2020 No. 1374
The Health Protection (Coronavirus, Restrictions) (England) (No. 3) Regulations 2020	2020 No. 750
The Health Protection (Coronavirus, Restrictions) (Local Authority Enforcement Powers and Amendment) (England) Regulations 2020	2020 No. 1375
The Health Protection (Coronavirus, Restrictions) (Self-Isolation) (England) Regulations 2020	2020 No. 1045
The Health Protection (Coronavirus, Wearing of Face Coverings in a Relevant Place) (England) Regulations 2020	2020 No. 791
The Health Protection (Notification) (Amendment) Regulations 2022	2022 No. 616
The Lifting Operations and Lifting Equipment Regulations 1998	1998 No. 2307
The Manual Handling Operations Regulations 1992	1992 No. 2793
The Management of Health and Safety at Work Regulations 1999	1999 No. 3242
The Personal Protective Equipment (EC Directive) Regulations 1992	1992 No. 3139
The Personal Protective Equipment at Work (Amendment) Regulations 2022	2022 No. 8
The Personal Protective Equipment at Work Regulations 1992	1992 No. 2966
The Personal Protective Equipment Regulations 2002 (Revoked)	2002 No. 1144
The Provision and Use of Work Equipment Regulations 1992	1992 No. 2932
The Provision and Use of Work Equipment Regulations 1998	1998 No. 2306
The Railways and Other Guided Transport Systems (Safety) Regulations 2006	2006 No. 599
The Regulatory Reform (Fire Safety) Order 2005	2005 No. 1541

LEGISLATION - https://www.legislation.gov.uk/	
Ref. / Title	Reference
The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013	2013 No. 1471
The Safety Representatives and Safety Committees Regulations 1977	1977 No. 500
The Waste Management (England and Wales) Regulations 2006	2006 No. 937
The Work in Compressed Air Regulations 1996	1996 No. 1656
The Workplace (Health, Safety and Welfare) Regulations 1992	1992 No. 3004
Transport and Works Act 1992	1992 c. 42
Water Resources Act 1991	1991 c. 57
Wildlife and Countryside (Amendment) Act 1991	1991 c. 39
Wildlife and Countryside Act 1981	1981 c. 69

Key

StdNo	Current standard
Stdno	New Standard
StdNo	Live standard pending withdrawal
StdNo	Superseded/Withdrawn

Modular Rulebook GE/RT8000

PTS Only

In most cases only PTS handbook is required, unless one of the following applies:

1. Index, amendment module and Module G1 to be issued to the following:

Supervisors and managers who issue publications
Staff who operate signal post replacement switches
Staff who place protection for Line Blockage or T3
Staff who secure points
Those who use tents on or near the line

2. Index and amendment module to be issued to the following:

Lookouts
People who take charge of cranes and equipment which could foul an open line
People who take charge of work on or near points
People who carry out patrolling/inspecting duties

Other competencies (IWA, COSS, PC, ES, MC, CC)

Rule Book			
Doc No & Issue	Issue Date	Title	Synopsis
GERT8000 Issue Iss 40	Mar 2026	Rule Book Module Issue History	This document contains updates to align with changes to Rule Book module issues (GERT8000).
GERT8000 Issue Iss 41	Sep 2026	Rule Book Module Issue History	This document contains updates to align with changes to Rule Book module issues (GERT8000).
GERT8000 Issue HB Iss 21	Mar 2026	Rule Book Handbook Issue History	This document contains updates to align with changes to Rule Book Handbook issues (GERT8000).
GERT8000 Issue HB Iss 22	Sep 2026	Rule Book Handbook Issue History	This document contains updates to align with changes to Rule Book Handbook issues (GERT8000).
GERT8000-RBBL Iss 43	Mar 2026	Rule Book Briefing Leaflet	Each issue of the Rule Book Briefing Leaflet contains a summary of the changes being introduced to GERT8000.
GERT8000-RBBL Iss 44	Sep 2026	Rule Book Briefing Leaflet	Each issue of the Rule Book Briefing Leaflet contains a summary of the changes being introduced to GERT8000.
GERT8000-Gloss Iss 7	Sep 2023	Glossary of Railway Terminology	You will need this glossary if you are issued with GERT8000.
GERT8000-AC Iss 10	Mar 2026	AC electrified lines	This module is required if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper in DC electrified areas.
GERT8000-DC Iss 8	March 2026	DC electrified lines	This module is required if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper in DC electrified areas.
GERT8000-G1 Iss 10	Sep 2025	General safety responsibilities and personal track safety for non-trackworkers	You will need this module if you carry out the duties of: • a train driver • a guard • a shunter • a designated person (DP) • a signaller • a crossing keeper • platform staff.
GERT8000-G1 Iss 11	Sep 2026	General safety responsibilities and personal track safety for non-trackworkers	You will need this module if you carry out the duties of: • a train driver • a guard • a shunter

Rule Book			
Doc No & Issue	Issue Date	Title	Synopsis
			• a designated person (DP) • a signaller • a crossing keeper • platform staff.
GERT8000-HB1 Iss 9	Sep 2025	General duties and track safety for track workers	This handbook is for those personnel who need to go on the operational railway to carry out their duties, with the exception of a train driver, guard, shunter, signaller, crossing keeper or designated person (DP).
GERT8000-HB1 Iss 10	Sep 2026	General duties and track safety for track workers	This handbook is for those personnel who need to go on the operational railway to carry out their duties, with the exception of a train driver, guard, shunter, signaller, crossing keeper or designated person (DP).
GERT8000-HB2 Iss 2	Sep 2015	Instructions for track workers who use emergency protection equipment	This handbook is for those personnel who need to go on the operational railway to carry out their duties and have been trained to carry out emergency protection. It does not apply to: train drivers, guards, shunters, signallers, crossing keepers and those who act as a designated person (DP). This document has been updated as part of the December 2015 Rule Book Programme.
GERT8000-HB3 Iss 4	Sep 2025	Duties of the lookout and site warden	This handbook is for those personnel who have duties of the lookout and site warden.
GERT8000-HB4 Iss 2	Sep 2014	Duties of a points operator and route-setting agent - moving and securing points by hand	This handbook is for those personnel who has duties of a points operator and route-setting agent - moving and securing points by hand. Information on changes to this issue can be found in the Rule Book Briefing Leaflet (GERT8000-RBBL Iss 27).
GERT8000-HB5 Iss 3	Sep 2025	Handsignalling duties	This handbook is for those personnel who carry out handsignalling duties.
GERT8000-HB6 Iss 8	Sep 2024	General duties of an individual working alone (IWA)	This handbook is for those personnel with general duties of an individual working alone (IWA).
GERT8000-HB6 Iss 9	Sep 2026	General duties of an individual working alone (IWA)	This handbook is for those personnel with general duties of an individual working alone (IWA).
GERT8000-HB7 Iss 10	Sep 2025	General duties of a controller of site safety (COSS)	This handbook is for those personnel who have the general duties of a controller of site safety (COSS).
GERT8000-HB7 Iss 11	Sep 2026	General duties of a controller of site safety (COSS)	This handbook is for those personnel who have the general duties of a controller of site safety (COSS).
GERT8000-HB8 Iss 10	Sep 2024	IWA, COSS or PC blocking a line	You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.
GERT8000-HB9 Iss 9	Sep 2025	IWA or COSS setting up safe systems of work within possessions	You will need this handbook if you carry out the duties of an IWA or COSS setting up safe systems of work within possessions.
GERT8000-HB9 Iss 10	Sep 2026	IWA or COSS setting up safe systems of work within possessions	You will need this handbook if you carry out the duties of an IWA or COSS setting up safe systems of work within possessions.
GERT8000-HB10 Iss 5	Sep 2023	Duties of the COSS and person in charge when using a hand trolley	You will need this handbook if you are the COSS or SWL and person in charge when using a hand trolley.
GERT8000-HB11 Iss 11	Sep 2024	Duties of the person in charge of the possession (PICOP)	You will need this handbook if you carry out the duties of the PICOP.
GERT8000-HB11 Iss 12	Sep 2026	Duties of the person in charge of the possession (PICOP)	You will need this handbook if you carry out the duties of the PICOP.
GERT8000-HB12 Iss 11	Sep 2025	Duties of the engineering supervisor (ES) in a possession	You will need this handbook if you carry out the duties of the ES in a possession.
GERT8000-HB12 Iss 12	Sep 2026	Duties of the engineering supervisor (ES) in a possession	You will need this handbook if you carry out the duties of the ES in a possession.
GERT8000-HB13 Iss 4	Sep 2023	Duties of the person in charge of the siding possession (PICOS)	You will need this handbook if you carry out the duties of a PICOS.
GERT8000-HB14 Iss 3	Mar 2021	Duties of the person in charge of loading and unloading rail vehicles during engineering work	You will need this handbook if you carry out the duties of the person in charge of loading and unloading rail vehicles during engineering work.

Rule Book			
Doc No & Issue	Issue Date	Title	Synopsis
GERT8000-HB15 Iss 7	Sep 2024	Duties of the machine controller (MC) and on-track plant operator	You will need this handbook if you carry out the duties of the machine controller (MC) and on-track plant operator.
GERT8000-HB15 Iss 8	Sep 2026	Duties of the machine controller (MC) and on-track plant operator	You will need this handbook if you carry out the duties of the machine controller (MC) and on-track plant operator.
GERT8000-HB16 Iss 7	Mar 2026	AC electrified lines	This handbook is for those personnel who need to go on the operational railway in an AC electrified area to carry out their duties, with the exception of a: • train driver • guard • shunter • signaller • crossing keeper • designated person (DP).
GERT8000-HB17 Iss 6	Mar 2026	DC electrified lines	This handbook is for those personnel who need to go on the operational railway in an DC electrified area to carry out their duties, with the exception of a: • train driver • guard • shunter • signaller • crossing keeper • designated person (DP)
GERT8000-HB18 Iss 4	Sep 2015	Duties of a Level Crossing Attendant	You will need this handbook if you carry out the duties of a level crossing attendant. This document has been updated as part of the December 2015 Rule Book Programme.
GERT8000-HB19 Iss 6	Sep 2025	Work on signalling equipment - duties of the signalling technician	You will need this handbook if you carry out the duties of a signalling technician.
GERT8000-OTM Iss 12	Sep 2024	Working of on-track machines (OTM)	You will need this module if you carry out the duties of a driver of an on-track machine, an operator of an on-track machine, or a signaller.
GERT8000-T3 Iss 13	Sep 2025	Possession of a running line for engineering work	You will need this module if you carry out the duties of: • a driver • a signaller.
GERT8000-T3 Iss 14	Sep 2026	Possession of a running line for engineering work	You will need this module if you carry out the duties of: • a driver • a signaller.
GERT8000-T10 Iss 6	Sep 2022	Duties of a designated person (DP) and people working on rail vehicles	You will need this module if you carry out the duties of a designated person or person working on a rail vehicle.

HSE Fatigue and Risk Index (FRI) Calculator

The Fatigue Risk Index (FRI) has been withdrawn from the HSE website. The reasons for this are:

- The software platform is an older Excel that can no longer be supported on the HSE website.
- The design of the FRI requires improvement to promote better understanding of its outputs, its limitations and its role in a Fatigue Management System.
- In its current format, there have been cases of the FRI being issued in order to justify work patterns that clearly require further action to reduce fatigue-related risk.
- FRI users who have access to the FRI in its current format can continue to use it, provided you have the necessary expertise to use the tool and understand the outputs and limitations.

Following feedback, we are making the tool available, as well as how-to documents, to aid with calculations.

[HSE Fatigue and Risk Index \(FRI\) Calculator](#)

Network Rail HQ: Supply Chain Operations 24/7 Telephone

Operations Manager

Phone: 01908 723 500, option 7

Email: sco247-operationsmanager@networkrail.co.uk

- Responsible for the day to day running of the SCO 24:7 Control

Route Services Accidents and Incidents Reporting

Phone: 01908 723 500, option 1

Email: closecallreporting@networkrail.co.uk

- Responsible for the reporting of all Route Services Accidents and Incident events (IRIS)

Worker Management (Site Access & Lone Worker)

Phone: 01908 723 500, option 2

Email: sco247-siteaccess@networkrail.co.uk

- Responsible for the signing in of staff to worksite (only applicable to certain areas)

Team Leaders, Communication Centre

Phone: 01908 723 500, option 9

Email: sco247teamleader@networkrail.co.uk

- Responsible for the collation and distribution of SCO asset information

Emergency

If there's a safety threat to you or to others such as:

- Animals, objects or people on or near the track
- Damage or fault at a level crossing
- A vehicle has hit a bridge
- A broken fence or open gate allowing access to the track

Please call Network Rail Emergency 24-hour helpline immediately: **03457 11 41 41**

To report a crime

Please contact the British Transport Police: **0800 40 50 40**, **999** or **Text 61016**

Network Rail Safety Central

Network Rail has refreshed the Safety Central website. [Safety Central website](#)


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Welcome to Safety Central

Network Rail's resource centre for health and safety information, and best practice for the rail industry.



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Every driver is personally responsible for the safety of their vehicle. It's time to show it some love.

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Latest Safety Bulletin

- Technical Bulletin: Robel Orbital Tampoer (PDF)

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Recent Safety Activities



Everyone Home Safe Every Day

Learn more about Network Rail's safety vision, Everyone Home Safe Every Day, and how it is applied.

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Safety Outreach Toolkits

Safety outreach toolkits have been developed to support local teams to own and deliver safety communications and engagement.

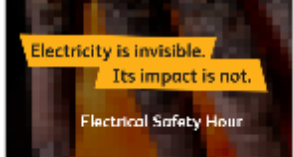
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Electrical Safety Delivery

Find out more about our Electrical Safety Delivery Programme, highlighting the changes we have already made by working together and our priorities for this control period.

[View](#)



Electrical Safety Campaigns

Watch our latest safety campaign.

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- > Electrical Safety Campaigns
- > Building and Civils Working Group

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Network Rail's resource centre for sustainability information. [Greener Railway Hub website](#)


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Welcome to the Greener Railway Hub

Network Rail's resource centre for sustainability information.



Delivering a greener railway

In May 2025, we refreshed our Greener Railway Strategy. We have identified eight priority areas that will help us achieve our ambitions.

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- > [Corporate Power Purchase \(320GWh\) Renewable Electricity](#)
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Nature-based Solutions (NbS)

Climate challenges also affect railway operations - and while there are engineering solutions we can also use nature to help.

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Public Procurement Notice 002

From 1 October 2025, central government departments must apply a minimum 10 % weighting for social value when awarding contracts, under PPN 002.

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- > [Environment Bulletin ENV25-01 – Simpler Recycling Regulations \(PDF\)](#)
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Tools and Resources

Jargon Buster


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NR Employee SharePoint Site


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Useful Links

The following pages contain other useful links and safety information from various sources which may be relevant to you.

Item	Details
CIRAS Online http://www.ciras.org.uk – free access	The Confidential Incident Reporting and Analysis System Freephone number 0800 4 101 101.
Health and Safety Executive http://www.hse.gov.uk – Website	Government agency responsible for regulating risks to health and safety arising from work. HSE publications can be downloaded free in Adobe PDF format.
Network Rail http://www.networkrail.co.uk – Website	Owner and operator of Britain's railway infrastructure.
NSAR https://www.nsar.co.uk/	Formerly The National Skills Academy for Rail
Office of Rail and Road http://orr.gov.uk/ – free access	Independent safety and economic regulator for Britain's railways and monitor of performance and efficiency for England's Strategic Road Network.
Rail Accident Investigation Branch http://www.raib.gov.uk/ – free access	Independent railway accident investigation organisation for the UK. It investigates railway accidents and incidents on the UK's railways to improve safety, not to establish blame.
Rail Safety and Standards Board http://www.rssb.co.uk – Register for access to certain documents	RSSB builds industry-wide consensus and facilitates the resolution of difficult cross-industry issues. They provide knowledge, analysis, a substantial level of technical expertise, powerful information and risk management tools.
Rail Sentinel https://www.railsentinel.co.uk/ – registered companies only	Sentinel Scheme Rules The latest copy of the scheme rules can be found here: Sentinel Scheme Rules The latest version of the Sentinel Scheme FAQs can be found here .
Rail Training Accreditation Scheme (RTAS)	Rail Training Accreditation Scheme (RTAS) Rules The latest version of the RTAS rules can be downloaded here .
Network Rail – Sectional Appendix https://www.networkrail.co.uk/industry-and-commercial/information-for-operators/national-electronic-sectional-appendix/	The National Electronic Sectional Appendix (NESA) contains detailed information useful to operators about network capability, as well as a considerable amount of other data.
Rail Notices https://www.railnotices.net	For Urgent Operating Advice Notices and other forms of Safety Alert, including GE/RT8250s, GO/RT3350s and company specific applications.
Utility Strike Avoidance Group https://www.utilitystrikeavoidancegroup.org/	The Utility Strike Avoidance Group (USAG) is a collaborative group of over 400 utility asset owners, industry groups and contractors that seek to ensure the highest standards of safety and best practice when carrying out work on the vital services for our homes and businesses.

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Shap Cutting Derailment

Issued to: All Network Rail line managers and safety professionals

Ref: NRB25-06

Date of issue: 30/12/2025

Location: CGJ7 Shap Cutting Upside, 0280yds to 37m 0287yds Shap, North West Route

Contact: Neil Jones, NW&C Regional B&C Engineer



Overview

At 06:10 on 3 November 2025, Avanti West Coast service 1R22 struck a landslip on the up main at Shap in Cumbria and derailed. The train was travelling at approximately 80mph. All 86 passengers were safely evacuated with four passengers being treated for minor injuries.

The incident is subject to an ORR, a RAIB and Network Rail Level 4 Investigation.

Incident Overview:

Shap cutting is a 13m high soil cutting formed in the Marsett Sandstone Formation (bedrock geology) overlain by Glacial Till (superficial geology).

Ground conditions at the time of the landslip were wet and approaching saturation with 27 mm of rainfall falling in 6 hours. Levels of saturation and rainfall, although high, were not exceptional.

Route EWATs took place prior to the rainfall event where it was determined that no operational restrictions were required. No engineering works had taken place on the evening before the derailment.

The earthwork on which the landslip occurred was subject to an annual earthwork examination. The most recent examination took place in March 2025 and was compliant. The earthwork had a hazard Category of D, on a scale of A to E, where E is the highest hazard category.

A drainage condition inspection of the mid-slope drain on the earthwork was completed on 24 September 2025 and sections of it were scored with a service condition 4: performance severely reduced.

It is believed that during the rainfall event that this blockage caused water to discharge locally on to the slope

An Earthwork Failure Detection System (EFDS) was installed at Shap Cutting but had not yet commenced operation in Route Control at the time of the derailment.

Current understanding of the cause of the derailment

Our understanding of the root cause of the derailment will be informed by the investigations being undertaken. Our current understanding is that the cause of the derailment was a landslide caused by a drainage blockage that led to localised saturation of the slope.

Additionally, the EFDS signal was unable to pass through the layer of material which covered it following the rapid landslip. See RAIB Urgent Safety Advice [here](#).

Discussion points

- In consultation with all Regions, Technical Authority have issued lists of sites with similar earthworks and drainage asset characteristics: Route and Regional teams will be working to update evaluations to determine where accelerated works are required to manage risk.
- Are you considering drainage condition and its potential impact to earthworks during EWAT's? Defects in drainage may lead to significant safety risks at rainfall lower than extreme levels.
- Do you know what EFDS systems you have deployed and understand its constraints to issue alerts? Technical Authority are working with the principal suppliers of the EFDS to assess the feasibility of reducing the time period for sensors to report potential movement.
- Do you have the alarms from Earthwork Failure Detection monitoring systems going into control centres? This enables rapid response to be actioned in accordance with monitoring plans.

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Fire involving On Track Plant in a tunnel environment

Issued to: All Network Rail line managers, safety professionals and accredited contractors

Ref: NRB26-01

Date of issue: 11/03/2026

Location: Standedge Tunnel

Contact: [John Watt Principal Engineer \(Plant\)](#),
Technical Authority



Overview

On 25 January 2026, a fire involving a Colmar T10000 Road Rail Vehicle occurred in Standedge Tunnel. A Level 2 investigation is under way to understand the root cause and identify any lessons we need to apply. In the meantime, we must stay focused on the fundamentals.

Plant and equipment must always be operated in line with the Original Equipment Manufacturer's instructions, the Engineering Conformance Certificate and Product Acceptance conditions. Equipment must be within its maintenance periodicity, have a valid ECC and have completed a pre-use Pre-Delivery Inspection.

Operating Plant equipment can create safety risks for colleagues and infrastructure; this can be more prevalent when work in enclosed spaces such as tunnels.

At the planning stage we must carry out a risk assessment, identifying the specific hazards of the task and the controls required. These controls must be properly briefed so everyone understands not just what to do, but why it matters.

Discussion points

- Have we carried out a risk assessment to spot the hazards and put the right controls in place (in accordance with NR/L2/RMVP/0200/P102? Have we briefed everyone on it?
- Is the plant up to date with maintenance and does it have a valid ECC?
- Have we completed a pre-use inspection?
- Do we have a clear evacuation plan if something goes wrong, like a fire or build-up of fumes? Does it show the safest way to remove the equipment?
- Has everyone been briefed on the emergency plan and do they know what to do?
- Do we have the right first aid and fire-fighting equipment on site?
- Have we agreed clear and reliable ways to communicate during the work?

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Colleague on an Open Line

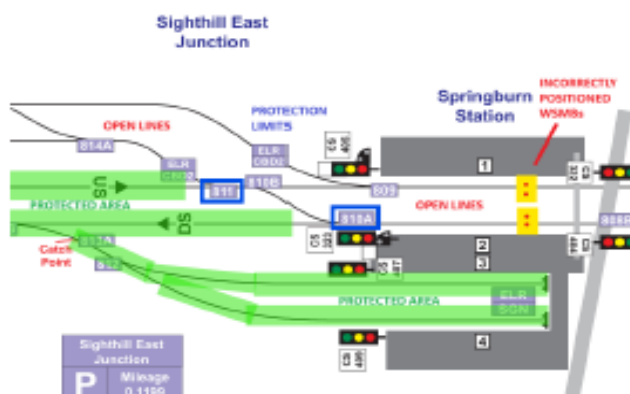
Issued to: Scotland's Railway
Colleagues & Supply Chain

Ref: SRB 26-22 L

Date of issue: 23/07/26

Location: Springburn Station

Contact: [Dale Anderson H&S Manager](#)



Overview

On 6th July 2026 at approximately 00:42, a passenger train travelling on an open line struck a Worksite Marker Board (WSMB). The driver brought the train to a stand at the location and reported the incident to the signaller.

The WSMB had been placed at the incorrect location on an open line by the Engineering Supervisor (ES) while setting up a worksite for planned engineering works.

It was later identified that the Safe Work Pack (SWP), and their understanding of where protection should be placed, were unclear.

The complexity of the location, in particular the ELR/LOR interface and associated mileages, increased the potential for misunderstanding worksite limits and the correct positioning of worksite protection, despite the access planning publication being correct.

The incident is subject to a Level 2 (Local) Investigation.

Discussion Points

How do you plan, check, and verify worksite limits? Consider the added risk at junctions and complex track layouts.

How do you ensure worksite arrangements are clearly documented and understood?

How do you effectively communicate access points and worksite limits, and ensure they've been correctly understood by everyone involved?

Always have plans checked and verified by a competent person.

Never proceed without being clear on the protection limits and location. Consider a site visit if required and where feasible.

Always 'take 5' and come to a clear understanding before going on the track.

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Colleague Finger Injury

Issued to: Scotland's Railway
Colleagues & Supply Chain

Ref: SRB 26-31 L

Date of issue: 27/08/2026

Location: Shawlands, Glasgow

Contact: [Dale Anderson H&S Manager](#)



Overview

During rail replacement works on Saturday 22nd August 2026, a colleague sustained a dislocation to the middle finger of their right hand while working on a scrap panel that had been removed from the track.

The colleague was using a keying hammer to unclip Pandrol clips. While striking a clip, they lost their footing and fell.

As they fell, the colleague instinctively extended their hands to break the fall. Their right middle finger struck the rail, resulting in a dislocation.

The injured colleague was immediately escorted to Queen Elizabeth University Hospital for assessment. An X-ray confirmed a dislocation of the right middle finger. The injury was successfully treated, and the colleague was discharged later that day.

Discussion Points

Ensure stable footing before striking. Check that the ground is firm and level and that you are balanced before carrying out any manual striking activity.

Take 5 before you start. Assess ground conditions, work positioning, and potential slip, trip and fall hazards..

Use controlled striking techniques. Avoid overreaching and maintain a comfortable, stable working position throughout the task.

Consider the consequences of a fall. Be aware of nearby hazards such as rails, sleepers, tools, and scrap materials that could increase the severity of an injury if you lose your footing.

Challenge unsafe conditions. Stop and put controls in place if conditions increase the risk of a slip, trip or fall.

Please visit the [Best Foot Forward](#) campaign page, which provides guidance and resources to help prevent slips, trips and falls across Scotland's Railway

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Checking You Are at the Correct Location

Issued to: All line managers and safety professionals

Ref: NRA26-03

Date of issue: 14/05/2026

Location: National

Contact: Toby Keates, Programme Manager, TA

Overview

Following a spate of serious incidents and near misses, it is vital that everyone takes the time to confirm they are at the correct location and accessing the railway at the right point before going on or near the line. Never rely on memory, assumptions, or previous visits. Conditions change, layouts can be similar, and getting the location wrong can have fatal consequences.

Before accessing the infrastructure, you must confirm your access and egress in your Safe Work Pack and verify the access point and running lines using the Access Points App or Pinpoint

Google/Apple Maps can be used as a supporting navigation tool to help you understand the wider area. They must not be used to identify running lines, confirm the exact access point, or override rail-verified information.

Immediate action required

Before going on or near the line, you must:

1. Check the eSWP access/egress description,
2. Confirm the access point and running lines in Access Points/Pinpoint, and
3. Physically confirm on site (signage/gate ID/landmarks).

If there is any discrepancy, stop and contact your line manager / planner / COSS/PICOP before proceeding. Taking Five to Stop – Check – Confirm to be certain you are in the right place could save your life or the life of a colleague.

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REISSUED Geismar MEWP Restrictions

Issued to: North West & Central (NW&C) - All operators of Geismar/MAN 18T Mobile Elevated Working Platforms (MEWPs)
Ref: 2026/003/July/SA/SW
Date of issue: 16/07/2026
Location: NW&C
Contact: Derek Chan, Regional Engineer

Overview

An incident occurred at Stafford Delivery Unit on the 10th July involving a Geismar MEWP. During operation, a flange that mounts one of the rear rail wheels to the wheel hub assembly became detached, resulting in the loss of the wheel from the vehicle. There were no injuries sustained in the incident and the MEWP remained upright. Work was stopped and the machine and wheel quarantined. This is a significant equipment failure and an investigation has commenced.



As a precautionary measure, immediate operational restrictions have been implemented across the NW&C for all Geismar 18T MEWPs. These restrictions are intended to reduce the risk of derailment and machine rollover while investigations are ongoing.

To support the safe restoration of normal operations, an ultrasonic inspection regime has been introduced. This programme will examine the axles and associated wheel assemblies of all Geismar MEWPs of this type operating within NW&C to identify any similar defects and provide assurance regarding fleet safety and integrity.

This work is being undertaken alongside both the manufacturer and the asset maintainer to determine the root cause of the failure.

Immediate action required

This is the first failure we have seen like this across the whole fleet and the root cause is currently unknown, however until we understand more about the failure, the following operational restrictions must be implemented until ultrasonic testing is completed:

- 1) When using the basket on rail the stabiliser legs must be deployed
- 2) Forward travel on rail is restricted to 10mph
- 3) Reverse travel on rail is restricted to walking pace with the machine controller on the ground

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Trackworker fatality

Issued to: All Network Rail line managers and safety professionals

Ref: NRL26-05

Date of issue: 03/09/2026

Contact:
InvestigationandAssurance@networkrail.co.uk

Overview

The investigation into the trackworker fatality at Elstree & Borehamwood will be published shortly. Ahead of its release, there are several important learning points that are relevant to all teams involved in the planning and delivery of work on or near the railway.

Where reactive work is necessary, the investigation reinforces the importance of effective planning, supervision, and fatigue management. As an organisation, we are seeing an increase in rough ride reports and infrastructure faults that require rapid response. These situations can quickly evolve beyond routine faulting activities and create additional risks if they are not managed through a robust Safe System of Work (SSoW).

While the focus is often on restoring the asset and maintaining services, work must remain properly planned, managed and protected. A suitable SSoW should be in place before work starts and must reflect the tasks actually being undertaken. If the scope, location or nature of the work changes, teams must stop, reassess the risks and review the plan before continuing.

The investigation also highlights the importance of managing fatigue. Extended shifts, repeated call-outs and limited recovery time can affect concentration, risk awareness and decision-making. Fatigue should be treated as a safety risk in the same way as any other operational hazard. Managers and supervisors should actively monitor working hours, identify fatigue triggers and ensure appropriate controls are implemented where required.

The key learning is simple: when conditions change, the plan must change. Ensure the SSoW remains suitable, continually reassess risk, manage fatigue effectively and never reduce protection arrangements simply to meet resource constraints or operational pressures. If the planned protection cannot be delivered, stop and review the task. By maintaining the right controls throughout the response, we can continue to manage operational challenges while ensuring everyone goes home safe.

Key Learning

The hearts and minds of our people are often focused on solving the problem, protecting the railway and keeping services moving. In fault response and emergency situations, this commitment can lead to fatigue, changing risks and a temptation to adapt or downgrade safety arrangements to keep the work going. The key is to continually review the plan, challenge changing conditions, manage fatigue and ensure the Safe System of Work remains appropriate for the task. If the planned protection cannot be delivered, stop and reassess rather than lowering the standard of safety.

Key Messages

Fatigue must be actively managed

- Better identification and management of fatigue risk.
- Use of Fatigue Risk Assessments and Fatigue Management Plans.
- Intervention when fatigue thresholds are exceeded.
- Greater focus on cumulative fatigue, night working, on-call duties and recovery time.
- Understanding whether resource levels and organisational change are creating fatigue risk.

Work as planned must match work done

- Improve assurance of how work is actually delivered on site.
- Understand and challenge local workarounds and adaptations.
- Prevent deviations from authorised SSoWs becoming normal practice.
- Strengthen management visibility of frontline work.

Do not downgrade protection arrangements

- Any reduction in protection should be formally recognised as a significant change.
- Reducing blocked lines, removing protective resources or moving to lower levels of protection should trigger reassessment and authorisation.
- The safest reasonably practicable protection should remain the expectation.
- Greater emphasis on Adjacent Line Open (ALO) risk and reducing reliance on individual vigilance.

Leadership, planning and challenge

- Leaders should understand the gap between operational reality and documented plans.
- Safety controls must remain the priority during fault response and emergency work.
- Management challenge and oversight should identify when teams begin adapting plans to maintain delivery.
- Operational success should never be achieved at the expense of workforce protection.

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Electric Shock due to contact with a battery terminal.

Issued to: Southern Region

Ref: 1808 - SL-electric

Issue date: 18 August 2026

Location: Wokingham Level Crossing

Contact: [Eric Woodward Head of Route Safety, Health & Environment](#)



Overview

On the 08 May 2026, a Signals & Telecommunications (S&T) operative sustained a minor electric shock and burn to their wrist whilst undertaking a wire count on batteries at Wokingham Level Crossing. The injury occurred when the operative's religious Kara bracelet bridged the gap between a battery terminal and the metal shelf above, creating an electrical circuit. First aid was administered, and the individual was taken to hospital for assessment.

The investigation found that the Task Risk Control Sheet (TRC) for working on or near batteries clearly states that jewellery and watches must not be worn during the task. Although both the Injured Person (IP) and the Person in Charge (PIC) were aware that the bracelet was being worn, work continued because they believed that religious jewellery was exempt from this requirement. No such exemption existed.

The investigation also identified that the practice of wearing jewellery while working on batteries had become commonplace within parts of the S&T workforce, with items such as wedding rings, religious bracelets and medical bracelets often remaining in place. This indicates a wider issue of non-compliance with established controls and a lack of effective challenge of unsafe behaviours. Assurance activities had not previously identified this issue.

A further contributing factor was the limited clearance between the battery terminals and the cabinet shelf, which increased the likelihood of inadvertent contact.

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Loading and Unloading Events

Issued to: Scotland's Railway
Colleagues and Principal
Contractors

Ref: SRL 26-02L

Date of issue: 19/08/2026

Location: Various

Contact: [James McKay, Principal
Health & Safety Manager](#)



Overview

Loading and unloading activities may seem routine, but they can cause serious injuries if they are not properly planned and controlled.

Several incidents have occurred across Scotland's Railway this year while loading and unloading plant, equipment and materials from vans, pick-up trucks and pallets.

The injuries included trapped hands and fingers, back injuries from manual handling, facial injuries caused by the release of stored energy, and ankle injuries resulting from slips, trips and falls.

Although the circumstances were different, every incident had the potential to result in more serious harm.

Underlying Causes

Investigations found some common factors:

- Loading and unloading activities were not always planned or risk assessed effectively.
- Stored energy hazards were not fully recognised or controlled before handling equipment or materials.
- Poor manual handling techniques increased the risk of injury.
- People were positioned unsafely during lifting, moving and unloading tasks.
- Communication and coordination between those involved in the task was not always effective.
- Routine tasks led to complacency and reduced situational awareness.

Key Message

Before starting any loading/unloading activity:

- Stop and plan the task.
- Spot the hazards and put controls in place.
- Use the right lifting and handling equipment.
- Consider pinch points, moving loads and stored energy hazards.
- Take care on uneven ground, especially when carrying materials.
- Communicate clearly with everyone involved in the task.
- Stop the task if conditions change or controls are no longer working.

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Track Measurement Conducted Without Adequate Competence and Conductor Rail Isolation

Issued to: All Network Rail Line Managers, safety professionals and accredited contractors
Ref: NRL26-03
Date of issue: 18/06/2026
Location: Harrow and Wealdstone to Watford In Fast Line Possession



Overview

On 16 March 2026, a track survey using a track measuring trolley was carried out in a third rail area before the planned DC isolation was taken. The isolation had been scheduled for 01:00hrs, but the survey was completed beforehand. The issue was raised by the Operational Delivery Manager (ODM) at 00:24 during handback.

The individuals involved were aware that an isolation had been planned later in the shift. After discussing how to complete the work, they decided to use the full access time and believed conductor rail shields would provide sufficient protection while using the track measuring trolley. They were under the impression that the trolley would remain more than 300 mm from the live conductor rail without taking in consideration Product Acceptance (PA) limitations.

No accident or injury was reported. However, the investigation found that the survey had been carried out in a live conductor rail area without the required isolation and earthed protection in place. The individuals believed that they could use the equipment as it was not designated as a trolley.

Underlying causes

The investigation found that the staff involved had not received formal Original Equipment Manufacturer (OEM) familiarisation or upskilling in the use of the track measuring equipment, which is the current route to competence for operation of this trolley type.

It was also identified that the individuals involved were not aware of the Track measuring trolleys PA requirements. Certificate, PA05/07350 states that the equipment shall only be used in areas of third or fourth rail once the supply is isolated and earthed.

A lack of understanding of familiarisation requirements for this equipment was also identified. Incident records confirm that staff had neither been trained nor formally familiarised in its use, with the investigation highlighting broader uncertainty over whether track measuring trolleys are recognised and managed as trolley equipment.

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Key Message

Trolleys are manually propelled rail mounted devices supported simultaneously on both rails this includes conventional track trolleys used for transporting materials tools and equipment, and also inspection and maintenance tools fitted with any combination of rail wheels rollers or low friction slides.

Plant Capability Development Group (CDG) is reviewing the competence requirements for track measuring trolleys. Currently, OEM familiarisation applies, and Portable, Transportable and Mobile Plant (PTMP) 16 is not suitable. PTMP competency Framework could be found at Safety Central.

Conductor rail shields must not be used as an alternative. Work must comply with NR/L2/RMVP/0200, Product Acceptance and OEM requirements, with isolation and earthing in place before use in third or fourth rail areas.

Work planned under isolation must not commence until controls are in place. Where competence, equipment, or controls are unclear, work must stop until confirmed.

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Supplier Organisation	AMCO	Project	Chapel Milton Viaduct
Date of Incident	May 2025 – April 2026	Time of Incident	N/a
Location of Incident	Chapel Milton Viaduct	Type of Incident	Environmental

Outline of Incident

In May 2025, a local Conservation Group, Derbyshire Swift Conservation (DSC), raised multiple concerns regarding swifts nesting within the Chapel Milton viaduct structure which may be affected by remedial works being undertaken to address defects in the viaduct, which included infill of voids in the structure's spans with fill material (a pumped expanding foam), and masonry repairs at both track-level and on the underside of the structure's arches. All wild birds, eggs and their nests are protected from being damaged, destroyed or killed by law. Due to DSC believing there was a risk to this legislation being broken by the works, in July 2025, this resulted in DSC reporting the matter to the British Transport Police (BTP), who subsequently launched an investigation into the incident. No action was taken by the BTP, however in February 2026, the mortar joints in structure piers were repointed which prompted a flurry of contact from numerous stakeholders to NR Helpdesk, Comms, Regional Leadership and Chief Exec, and lead to national press coverage.



Anger as swifts' nesting holes in Derbyshire rail viaduct 'blocked up'

Campaigners say birds could die trying to access ancestral nests that were sealed during rail refurbishment

Causes

- **PEA:** The contractors Ecological Consultant was not aware of the full works scope & schedule, which led to the provision of a limited suite of recommendations to mitigate the constraints onsite.
- **ESMP:** Supply chain Environmental Resource did not meet the competency and experience requirements of NRs Principal Contractor Licensing Assurance (NR/L2/OHS/CP0).
- **ESMP:** Limited details of contractor's assurance protocols, relevant to the onsite risks, was provided in the ESMP. Assurance was relevant to nesting bird checks, surveillance of falling fill material into watercourse, and onto footpath beneath the structure.
- **ESMP:** Churn of Environmental and Project Management resource within the contractor, meant that ecological constraints were not always handed over, and therefore incoming staff were not aware of ecological risks.
- **Stakeholder Management Plan** only completed well into delivery of works.

Actions taken to prevent recurrence

- Supplier has reviewed their process by which Ecological Consultants are given details of the full scope of works, to ensure suitable mitigation can be provided.
- Supplier has implemented a process to ensure environmental risks are formally handed over to incoming staff, including assurance schedules.
- Capital Delivery HSE team now undertakes bi-annual assurance of the supply-chains compliance with the Principal Contractor Licensing Assurance (NR/L2/OHS/CP0).

Key Messages & Learning for Others

- Ensure that any specialist consultants or contractors are aware of full scope of works, including timings, for them to provide tailored and accurate advice and recommendations.
- Identify all stakeholders on your project, and consult them thoroughly, to ensure all parties are aware of how environmental risks are managed on a project.

North West and Central Capital Delivery



Fast Facts



CKRail

#Note: This document contains information understood at the time of incident, and details may change following the investigation.

Supplier Organisation	CK Rail Solutions Ltd	Project	Calverley Close Cottage
Date of Accident / Incident	12.08.2026	Time of Accident / Incident	14:30 hrs
Location of Accident / Incident	Calverley Close Cottage	Type Accident / Incident	Rock Fall
Route Control Reference	3321108	IRIS Reference	45188

Outline of Accident / Incident

At approximately 14:30hrs on 12/08/2026, a CK Rail team was carrying out Soil Nailing activities; an IRATA drilling team were positioning the drill mast on the first nail position in the area using a long reach excavator operating at the Crest. As the mast was positioned, a large rock measuring approximately 1.2m X 0.5m X 0.3m became dislodged from the rock face. The mast was kept in position initially to hold the rock in place, and works were stopped and reported to the project manager on site.

The rock then became loose and fell down the face of the cutting (approx. 12-14 Meters height), landing into the cess and stopping against the catch fence. (See images below)



Immediate Actions Taken

- Work stopped immediately.
- Machine and drill mast were stood down.
- The IRATA team did an initial survey to assess the stability of the rock face and identified no immediate risk of further rock falls.
- Network Rail Route Control notified (Reference: 3321108).
- Incident communicated to the Network Rail Project team.

Initial Known Facts / Causes Identified

- A large rock became dislodged from the rock face whilst carrying out Soil nailing activities.

Next Steps

- Discuss with the Network Rail Project team to identify the methodology. Further survey of the rock and nail positions must be carried out.

Eastern Routes Capital Programmes



STORY

BEST PRACTICE

Crews Hill

Project Manager: Chris Ralph

Project Background

The works at Crews Hill took place from October 2025 - to March 2026 and involved stabilisation and refurbishment between Hertford Branch (HBD) 11.0269 and 11.0770 to **address ground failures and associated track faults**. This included installing sheet piles and counterfort drainage to the embankment face to provide **structural and drainage support** along with drainage to the toe of the embankment. These measures aim to **improve bank stability, protect the operational railway** and **safeguard** adjacent land, properties and public footpaths.

Third Party Involvement

Early in the project we **engaged** with specialists and the local community to facilitate the delivery of works. The **Tree Council** were contacted for guidance in order to protect and increase the woodland area around Crews Hill. Alongside this, a **community engagement event** took place to answer any questions surrounding the works and Story's planned efforts to increase biodiversity in the area.



Habitat Enhancement & Biodiversity Net Gain Wins

Initial designs for the project involved clearing majority of the trees within the work boundary which would have removed significant biodiversity units. To **preserve** the biodiversity baseline on site, the access route and counterfort locations were reviewed and amended resulting in an **increased** number of trees being **retained**.

Conscious efforts were made to **reuse** the topsoil throughout the site and create **windrows** using deadwood, enhancing soil fertility and creating habitats for wildlife. Removal of trees also prioritised sycamore trees that were found to show signs of sooty bark disease. This is a fungal disease that is fatal for trees and spreads rapidly, it is also hazardous to health and causes respiratory issues. Infected trees were removed, leaving only **healthy** trees in place.

Upon completion of works we followed advice from the Tree Council to facilitate understory **vegetation regeneration** and promote **native plant growth**. We reinstated paddock topsoil which resulted in Other Neutral Grassland. This resulted in the scheme achieving **over 10% Biodiversity Net Gain**. (exact % to tbc).



Fast Facts



LOWERY

Note: This document contains information understood at time of incident and details may change following investigation.

Supplier Organisation	Lowery Ltd	Project	191843 - CP7 East Coast Route (ECR)
Date of Accident / Incident	Thursday, 09 July 2026	Time of Accident / Incident	18:28 hrs (Initial) / ~20:00 hrs (Assault)
Location of Accident / Incident	North Muskham, Newark, Nottinghamshire	Type Accident / Incident	Security Breach and Violent Assault
Route Control Reference	N/A	IRIS Reference	TBC

Outline of Incident

At approximately 18:28 hrs on 09/07/2026, two masked individuals on a quad bike breached the site perimeter of a Cable Renewal Worksite. They performed aggressive manoeuvres around a security vehicle—occupied by two static security officers stationed near the front entrance—to generate dust clouds (to avoid being photographed) before fleeing the scene. The incident was logged with the local police.

Then, at approximately 20:00 hrs, while the site's two dog handlers were deployed to the perimeter of the main compound on routine patrols, a second group of three masked suspects arrived at the main gate in a silver Mercedes and a recovery van. They attempted forced entry to the site and launched a violent, pre-meditated physical assault on a lone gate security officer stationed at the site entrance using a hammer. During the attack, the suspects attempted to forcibly abduct the officer into the boot of their vehicle. The officer managed to break free and escape through a nearby crop field, although he was pursued and assaulted further. The assailants stole the officer's mobile phone and his vehicle keys before fleeing. The gang was ultimately scared off by the audible sirens of a police vehicle responding to an entirely unrelated local incident. Local emergency services were contacted immediately, however local police failed to attend the scene.

An ambulance arrived on-site at 03:56 hrs to transport the injured officer to the hospital for treatment of multiple injuries.



Cable Renewal Worksite (Forage Maize Field adjacent to ECML) at North Muskham, Nottinghamshire

Eastern Routes Capital Programmes



Fast Facts



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Cable Renewal Worksite (Forage Maize Field adjacent to ECML) at North Muskham, Nottinghamshire

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Fast Facts



LOWERY

Immediate Actions Taken

- **Emergency Care & Welfare:** The injured officer was attended to by paramedics and taken to the local hospital. The security provider initiated next-of-kin notifications and internal trauma support protocols.
- **Site Security Reinforcement:** A replacement security officer was deployed to the site by 23:00 hrs. Two additional professional dog handler units were rushed to the site, arriving at 00:13 hrs to secure the worksite overnight.
- **Communications Lock:** The stolen mobile phone was flagged for an immediate network block, and the compromised device was purged from all active internal project and security group chats to prevent information leakage.
- **Crisis Review:** Senior leadership from Lowery Ltd, Network Rail, and the security supplier convened an emergency briefing on Friday morning to review risk controls.

Initial Known Facts / Causes Identified

- **Organised Target:** The suspects arrived equipped with specific tools for assault (a hammer) and with an asset-removal vehicle (a pickup truck / recovery van). This indicates a pre-meditated operation targeting high-value copper cabling.
- **Vulnerability Window:** A critical logistical delay left the cable assets exposed. It was planned to offload and install the cable into the existing CRMS two days prior to this incident, but the deployment was delayed due to compatibility issues between the delivered cable trailer and cable drum.
- **Inadequate Deterrents:** Static security officers proved vulnerable to aggressive, organised, armed and determined criminals.
- **Emergency Infrastructure Failure:** A severe breakdown in regional emergency response left security personnel without local police attendance and delayed ambulance care for nearly four hours following a violent assault.

Next Steps

- **Clear Target Asset:** Remove the cable drum and scrap cable by 16:00 hrs on the day following the incident or secure it in an off-site secure location over the weekend.
- **Enhanced Security Presence:** Upgrade night and weekend coverage to a 5-person team (3 Dog Handlers, 2 Static Guards operating in pairs) through to project completion / site clearance.
- **Deploy Tower Lights:** Position two mobile tower lights to eliminate any dark or blind spots.
- **Upgrade Communications:** Issue "back-to-back" two-way radios to eliminate Security Team reliance on mobile networks.
- **Installation of CCTV trailer unit onsite.**
- **Escalate Authorities:** Engage British Transport Police (BTP) and Network Rail leadership to discuss additional deterrents.

Eastern Routes Capital Programmes



Bridgeway Safety Bulletins

HSQE



Site and Personal Security

Recent industry incidents have highlighted the importance of maintaining site security and personal safety awareness. Unauthorised access, theft, vandalism, aggressive behaviour and working alone, can all create significant risks to all of us and our business operation.

Bridgeway operates a Zero Tolerance approach when it comes to threats, abuse, intimidation, or any security situation that places our any one at risk. Your safety is our number one priority. Everyone on site has a responsibility to remain vigilant and report any concerns immediately.

Key Risk:

- Members of the public or thieves gaining access to the railway.
- Theft of tools, equipment, fuels or materials on site.
- Out of hours site access and inadequate site security arrangements.

Required Action:

- Ensure your mobile phone is charged.
- Make sure all access gates, fences, compounds and storage areas are always secured.
- Always ensure tools, equipment, fuel and materials are stored securely.
- Challenge any unknown personnel on site in a polite and professional manner where safe to do so.
- Report any suspicious behaviour or activity immediately.
- Always be aware of your surrounds, be cautious.
- If you feel threatened, remove yourself from the area and contact the On Call Manager or British transport Police on 0800405040 or Call 999.

Actions to report immediately:

- Suspicious people or vehicles.
- Security breaches.
- Theft or attempted theft.
- Aggressive or threatening behaviour.

Security is everyone's responsibility, staying alert, following the site procedures and rules and reporting any concerns immediately, helps protect people, equipment, and the business.

IF YOU SEE SOMETHING, SAY SOMETHING.

Our Worksafe Procedure

Stop work and report it if you feel that your safety or the safety of others will be compromised.
We will work together to agree actions to complete the work safely.



You are empowered by Bridgeway to personally challenge others if you are asked to rush, are pressured to cut corners, or not work to the rules / standards

The Bridgeway On-Call Manager (07966 303977) is available to support you



Assurance@bridgeway-consulting.co.uk

Safetychampions@bridgeway-consulting.co.uk



Issue Date
04/08/2026

Issue Number
2026 -15

Source
Assurance



HSQE

! ALERT

Golden Site Rules

I will always:

1. Be fit for work
2. Understand and stick to the Safe Systems of Work
3. Stop work if I feel unsafe
4. Report all Accidents, Close Calls and Near Misses

(3E)S Exceeding Expectations Everywhere
Safety, Socially & Sustainably

Personal Safety & What to do in a situation

There has been a recent incident where a Bridgeway staff member found themselves in a situation where their personal safety was compromised.

Whilst these situations are rare and do not occur often, the nature of our work means that many of our teams work alone and predominantly during nighttime hours. As a result, the risk to personal safety is very real and must never be underestimated. Bridgeway operates a Zero Tolerance approach when it comes to threats, abuse, intimidation, or any situation that places our staff at risk. Our number one priority is your safety.

Please take the time to read and understand the following guidance:

If you feel unsafe, stop work and call 999 in an emergency.

- Maintain a safe distance and leave the area if you are able and feel uncomfortable.
- Do not confront or engage with aggressive, threatening, or suspicious individuals.
- Stay aware of your surroundings and avoid isolated or high-risk locations where possible.
- Keep vehicle doors locked when inside your vehicle.
- Maintain regular contact with your PICOP, COSS, supervisor, or nominated colleague.
- Keep your mobile phone fully charged and readily available.
- Trust your instincts – if something doesn't feel right, remove yourself from the situation and seek assistance.

Remember: No task is so urgent that it cannot be stopped if your safety is at risk.

Our Worksafe Procedure

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Issue Date
08/07/2026

Issue Number
2026 -14

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Assurance



Safety Bulletins

Safety 3-4-3



Will be distributed at a later date.