

Using a Local Possession Authority (LPA)

Introduction

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

Obtaining an LPA

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

Possession Protection Officer

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

Traffic Controller

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

Possession Protection Officer and Traffic Controller

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

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Traffic Controller

6. Tell the coordinating Traffic Controller when the details have been confirmed.
7. Make sure that blocking facilities have been applied to prevent entry into the portions of track within the limits of the LPA.

Traffic Controller / Coordinating Traffic Controller

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

Possession Protection Officer

10. Tell the Traffic Controller of the locations and limits of worksites within the LPA.
11. Confirm with the Traffic Controller any Temporary Speed Restrictions (TSR's) required for each worksite.

Traffic Controller / Co-ordinating Traffic Controller

12. Ensure blocking facilities, including Work Zones and Temporary Speed Restrictions, are applied using the ATS Workstation.

Protecting the limits of the LPA

Possession Protection Officer

1. Protect the LPA with Worksite Marker Boards placed at the specified limits of the LPA, or at 500m from the outermost worksites if this is more practical.

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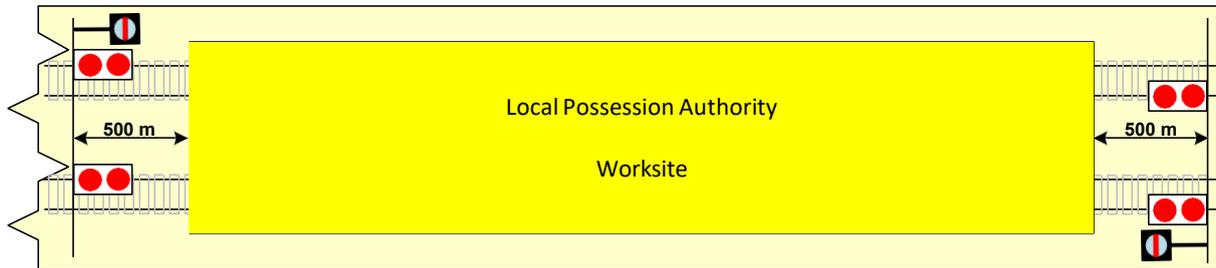


Figure 1: Example of protection arrangements for an LPA

2. If points have been clipped and locked to give protection, a Worksite Marker Board is not required to protect the worksite from the LPA limit protected by the clipped and locked points.

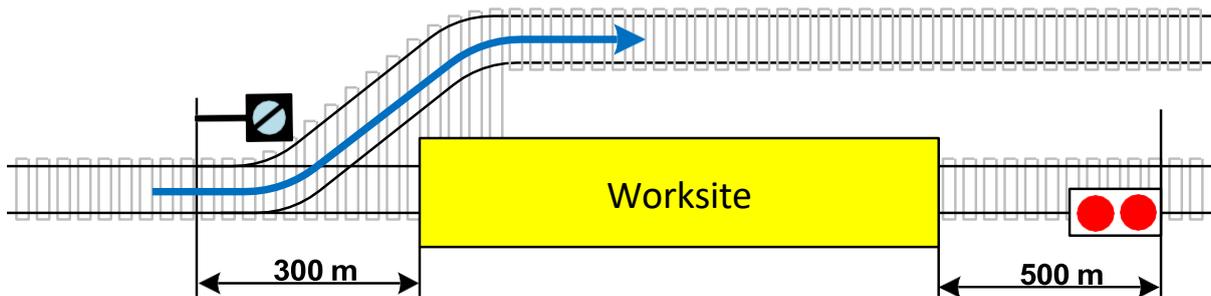


Figure 2: Example of a worksite protected at one end by points being clipped and locked to divert rail traffic away from the worksite

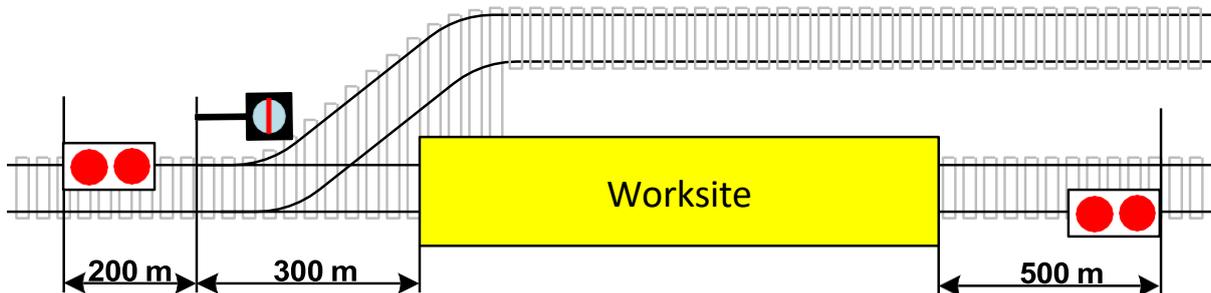


Figure 3: Example of a worksite where the points cannot be clipped and locked to divert rail traffic away from the worksite

3. Protect workers from rail traffic on adjacent lines by applying *MPR 712 Protecting work from rail traffic on adjacent lines*.

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Protecting multiple worksites in the limits of the LPA

Possession Protection Officer

1. Make sure the Protection Officers place the right protection.
2. Tell the Protection Officers if changes are required to worksite protection and make sure changes are carried out.

Protection Officers

3. Make sure that Worksite Marker Boards are placed on each side of all worksites, as shown in the following examples.
4. If worksites are more than 1000m apart, a Worksite Marker Board must be placed 500m from each worksite.

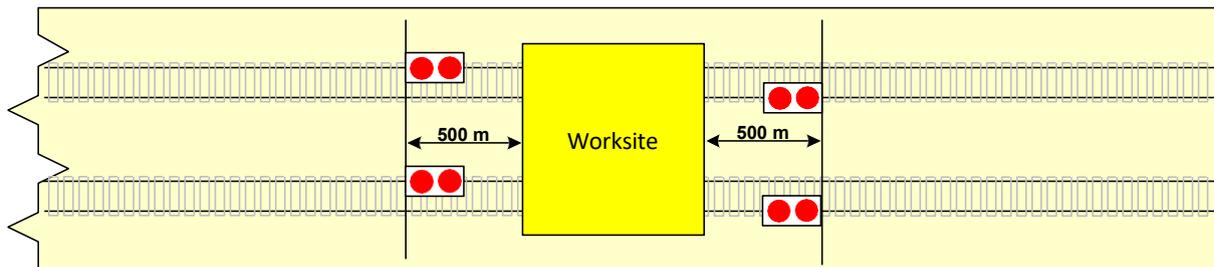


Figure 4: Example of protection arrangements for a single worksite

5. If worksites are between 500m and 1000m apart, place a Worksite Marker Board on each rail midway between the Worksites.

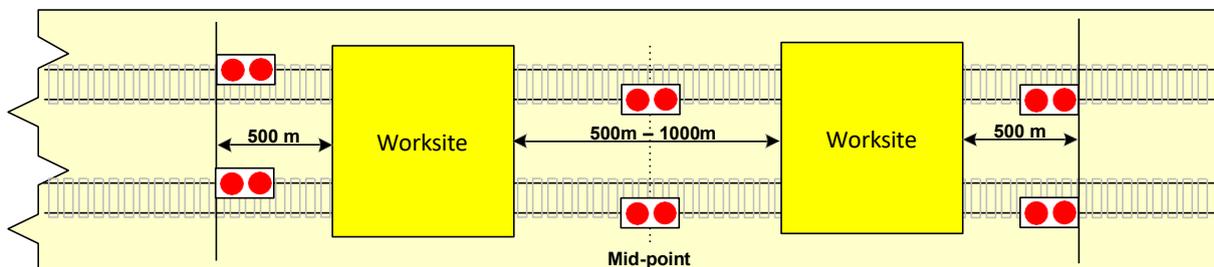


Figure 5: Example of protection arrangements for multiple worksites within an LPA that are between 500m and 1000m apart

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- Worksites less than 500m apart must be protected and managed as a single worksite.

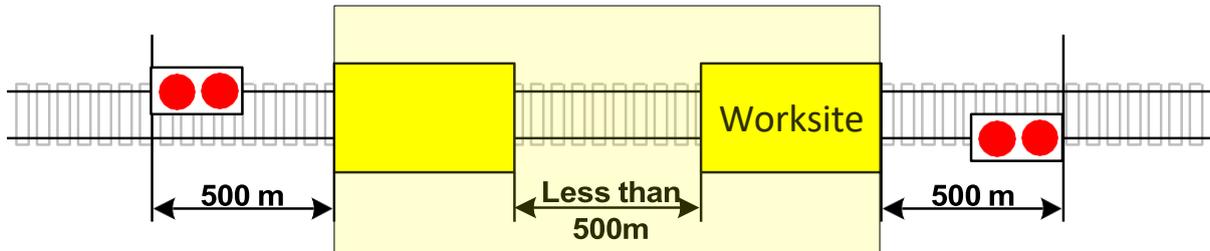


Figure 6: Example of protection arrangements for worksites less than 500m apart protected as a single worksite

Protection for rail traffic passing through the LPA

Possession Protection Officer

- Make sure a Pilot is available to pilot the rail traffic through the LPA for the duration of travel.
- Ensure effective communication is maintained between the Pilot and Protection Officers for the duration of travel.
- Confirm with the Rail Traffic Operator if the mode of operation for the train or track vehicle is automatic or manual.

Traffic Controller

- Get the Possession Protection Officer's authority and confirm the movement, mode of operation, and destination.
- Ensure a Pilot has been supplied and will remain with the rail traffic for the duration.

Possession Protection Officer

- Arrange the removal of protection at the entry point of the Local Possession Authority for the intended direction of travel.
- Inform all protection officers of the rail traffic movement and intended destination.
- When rail traffic has cleared the entry point, make sure protection is replaced.

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Protection Officer

9. When informed of the rail traffic arrival at the limit of the worksite, arrange for all persons to move to the designated safe places.
 Ensure the line is clear of workers and equipment and is safe for the passage of rail traffic.
10. Arrange for the removal of protection at the entry point of the worksite for the intended direction of travel.
11. When rail traffic has cleared the entry point, make sure protection is replaced.

Pilot

12. Get the Possession Protection Officer's authority to exit a worksite and proceed to the next worksite within the limits of an LPA.
13. Get the Traffic Controllers authority to exit the LPA limits.

Protection Officer

14. Arrange for the removal of protection at the exit of the worksite for the intended departure from the worksite.
15. When rail traffic has cleared the exit point, make sure protection is replaced.

Possession Protection Officer

16. Ensure the Traffic Controller has authorised the exit of the rail traffic from the LPA limits.
17. Arrange for the removal of protection at the exit limit of the LPA for the intended departure from the LPA area.
18. When rail traffic has cleared the exit point, make sure protection is replaced.

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Returning the track to service

Possession Protection Officer and Protection Officers

1. Make sure that rail traffic and equipment are clear of the line.
2. Make sure that all workgroups have cleared the worksites.
3. Make sure that all Worksite Marker Boards and point clips have been removed.
4. Make sure that if used, SPKS or ZIKS keys have been restored.

Possession Protection Officer

5. Make sure all points have been returned to the normal position.
6. When advised that the line is certified fit for service, tell the Traffic Controller.
7. Tell affected Traffic Controllers about any restrictions on track use.
8. If work is to continue under another work on track authority, tell the Traffic Controller and make sure the worksite is protected prior to fulfilling the LPA.
9. Fulfil the LPA:
 - for the entire portion of track defined for the LPA, or
 - progressively for one or more portions of track included in the LPA.

Traffic Controller

10. Remove blocking facilities
11. Test all equipment affected by the LPA.

Keeping records

Traffic Controllers, Possession Protection Officers and Protection Officers must keep details about the LPA and protection arrangements.

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Procedures

MPR 704 Using Infrastructure Booking Authorities

MPR 707 Clipping points

MPR 709 Using Worksite Marker Boards

MPR 710 Piloting rail traffic

MPR 712 Protecting work from rail traffic on adjacent lines

MPR 713 Implementing Temporary Speed Restrictions

Effective date

28 April 2025