|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Track section(s) name:** | | | | | | |
| **Signal Box/Panel name:** | | | | **IBA#:** |  | |
| **Signaller name:** | | | | **Licensed Signalling Person name:** |  | |
| **Possession Protection Officer/Protection Officer name:** | | | | **Second Licensed Signalling Person name:** |  | |
| **Activity:** | | **Obtaining and providing assurances when performing a track section reset during LPA or TOA with track section(s) OCCUPIED** | | | | |
| **Activity No.** | **ASSURANCE DESCRIPTION** | | | | | **Date/Time** |
|  | **Track section reset assurances obtained** | | | | | |
| **1** | The following assurances were obtained before the reset. | | | | | |
| A | | The Possession Protection Officer or Protection Officer has confirmed that any rail vehicle approaching the affected track sections and protecting signals has been brought to a stand and will remain so for the duration of the reset. | | |  |
| B | | The Possession Protection Officer or Protection Officer has confirmed that the rail vehicle occupying the affected track section(s) has been brought to a stand and will remain so for the duration of the reset. | | |  |
| C | | The Signaller has confirmed that all protecting signals associated with the affected track section(s) are at stop with blocking facilities applied and will remain so for the duration of the reset. | | |  |
| D | | The Signaller has confirmed that all points within the route affected by the track section(s) reset are in the desired position with blocking facilities applied and will remain so for the duration of the reset. | | |  |
| E | | The Second Licenced Signalling Person has consented to the unconditional reset. | | |  |
|  | **Track section restoration assurances provided** | | | | | |
| **2** | The following assurances were provided upon restoration. | | | | |  |
| A | | The Second Licenced Signalling Person was advised that the:   * reset was completed successfully * the track section(s) was left in an OCCUPIED\*/CLEAR\* state (in correspondence with the actual track occupancy) \* *cross out which is not applicable* | | |  |
| B | | The Signaller was advised that the:   * reset was completed successfully * the track section(s) was left in an OCCUPIED\*/CLEAR\* state (in correspondence with the actual track occupancy) \* *cross out which is not applicable* * URE can now be removed | | |  |
| C | | The Possession Protection Officer or Protection Officer was advised that the:   * reset was completed successfully * the track section(s) was left in an OCCUPIED\*/CLEAR\* state (in correspondence with the actual track occupancy) \* *cross out which is not applicable* | | |  |
| D | | The Licensed Signalling Person has confirmed that the requested URE has been removed from correct track section(s). | | |  |
| **Assurance checklist completed by (Licensed Signalling Person):**  **\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ \_\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_**  **Signature Date** | | | | | | |