

Network Safeworking Rules and Procedures

Temporary Speed Restrictions

Rule Number: 3025



Brookfield
Rail

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Glossary for this Rule

<i>Bi-Directional</i>	Normal movement of rail traffic in either direction according to the infrastructure and system of Safeworking in use.
<i>Civil Infrastructure</i>	The track, track formation and drainage, and fixed structures beside, over or under the track. The term includes supports for overhead electric traction equipment and supports for signalling and telecommunications equipment, but not the equipment itself.
<i>Condition Affecting the Network (CAN)</i>	A situation or condition that affects or has potential to affect the safety of the Network.
<i>Driver Information System</i>	A system that can provide Rail Traffic Crews with: <ul style="list-style-type: none"> • Train Consist • Temporary Speed Restrictions • Permanent Speed Restrictions • Standard Timetable • Train Notices • Instructions • Track Warnings • Vehicle Restrictions
<i>Electrical Infrastructure</i>	may include: Equipment and systems for supplying and distributing electricity Wires, cables, electrical equipment, electrical switch rooms, signalling and substations.
<i>Infrastructure</i>	See civil infrastructure; electrical infrastructure; signalling infrastructure and telecommunications infrastructure.
<i>Infrastructure Representative</i>	An authorised Brookfield Rail employee or an organisation contracted to Brookfield Rail, responsible for maintaining network infrastructure.
<i>Issue</i>	To provide or send copies of authorities, warnings, notices and Network publications to affected Competent Workers by voice, hand delivery or electronic means.

<i>Network Controller</i>	A Competent Worker who authorises and issues Occupancy Authorities, and works points, signals and other signalling equipment to manage routes for safe and efficient transit of rail traffic in the Network.
<i>Normal Speed</i>	A speed that does not exceed the speed limit currently in effect for the location and type of rail traffic.
<i>Permanent Record</i>	A record made in writing or in an electronic system, and kept for reference and audit.
<i>Rail Traffic</i>	Trains and track vehicle or vehicles travelling on the network.
<i>Rail Traffic Crew</i>	Competent Workers responsible for the operation of the Motive Power Unit.
<i>Route</i>	The rail traffic path from one limit of authority to the next in the direction of travel.
<i>Temporary Speed Restriction (TSR)</i>	An imposed reduction of the normal speed for a portion of track.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Speed</i>	The allowed maximum speed for a portion of track.
<i>Track Workers</i>	Competent rail safety workers whose primary duties are associated with work on or around infrastructure in the Rail Corridor.
<i>Travel</i>	Planned or purposeful movement from one location to another.
<i>Section</i>	The line between the departure end station limit of one location and the arrival end station limit of another location. A section consists of one or more blocks.
<i>Signalling and Communications Infrastructure</i>	Signalling equipment and telecommunications equipment used as part of the safeworking and operating systems of the Network.
<i>Special Train Notice (STN)</i>	A notice issued by Brookfield Rail which contains safeworking information for competent workers.
<i>Uni-Directional</i>	Allowing for normal travel in one direction only according to the infrastructure and system of Safeworking in use.

1. Purpose

The purpose of this Rule is to set out the protocols for applying a *Temporary Speed Restriction (TSR)*. The object of a *TSR* is to reduce the speed of *Rail Traffic* to ensure safe passage over a *Section of Track* when the *Track* is not safe for *Normal Speeds*.

2. General

TSR's are applied by an *Infrastructure Representative*.

A *TSR* overrides any existing higher speed.

A *TSR* may be applied due to:

- *Infrastructure* conditions;
- risks to workers; or
- weather conditions.

2.1 Advice of a TSR

Where possible *Rail Traffic Crews* are advised about a *TSR* by *TSR* signs, and by:

- the *Issue of a Special Train Notice (STN)*;
- the *Driver Information System*; or
- the *Issue of a Condition Affecting the Network (CAN)* warning, in accordance with Rule 2009 Reporting and Responding to a Condition Affecting the Network (CAN).

If it is not possible to place *TSR* signs immediately, *Rail Traffic Crews* must be given written or verbal advice of the *TSR*, before they enter the affected portion of *Track*. *TSR* signs must be placed as soon as is practical after the speed restriction is imposed.

Rail Traffic Crews must keep the advice for the duration of the journey.

3. Types of Signs

Temporary Speed Restriction Ahead signs:

- indicate that a *Temporary Speed Restriction* is ahead; and
- display the maximum speed permissible for each *Rail Traffic* type over the affected portion of *Track*.

Temporary Speed Restriction Start signs indicate:

- to *Rail Traffic Crews*, that they are entering the limits of a *TSR*; and
- the maximum speed permissible for each *Rail Traffic* type over the affected portion of *Track*.

Temporary Speed Restriction End signs indicate to *Rail Traffic Crews* that they are leaving the limits of a *TSR*.

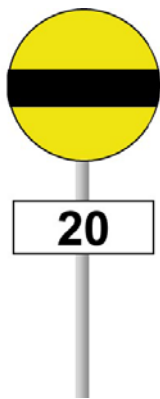


NOTE: In *Bi-Directional* areas where the *TSR* applies in both directions, the back of the *TSR Start* sign will indicate to *Rail Traffic Crews* that they are leaving the limits of a *TSR*.

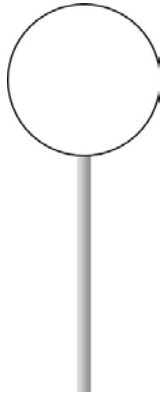
3.1 Temporary Speed Restriction Ahead Sign

Sign	Description	Required Action
	<p><i>Temporary Speed Restriction Ahead</i> signs are diamond shaped with a yellow background and a horizontal black stripe.</p> <p>This sign is placed 2500 metres before a <i>Temporary Speed Restriction Start</i> sign.</p> <p>Placed below the <i>Temporary Speed Restriction Ahead</i> sign is a <i>Maximum Speed</i> sign displaying the maximum speed permitted for the restricted area.</p>	<p><i>Rail Traffic</i> should Proceed, being prepared to <i>Travel</i> at the speed indicated on the <i>Maximum Speed</i> sign placed below the <i>Speed Restriction Ahead</i> sign.</p> <p>Note: If no maximum speed sign is displayed below the <i>Temporary Speed Restriction Ahead</i> sign, <i>Rail Traffic Crews</i> must be prepared to reduce speed as detailed in the <i>Drivers Information</i> documentation, or where this is not available, to 15km/h over the <i>TSR</i>.</p>

3.2 Temporary Speed Restriction Start Sign

Sign	Description	Required Action
	<p><i>Temporary Speed Restriction Start signs are circular shaped with a yellow background with a horizontal black stripe.</i></p> <p>This sign is placed 50 metres before the area covered by a <i>Temporary Speed Restriction</i>.</p> <p>Placed below the <i>Temporary Speed Restriction Start sign</i> is a Maximum Speed sign displaying the maximum speed permitted for the restricted area.</p>	<p><i>Rail Traffic must Proceed at the speed shown on the Maximum Speed sign placed below the Temporary Speed Restriction sign.</i></p> <p>Note: If no maximum speed is displayed below the <i>Temporary Speed Restriction Start sign</i>, <i>Rail Traffic Crews</i> must be prepared to reduce speed as detailed in the Drivers Information documentation, or where this is not available, to 15km/h over the <i>TSR</i>.</p>

3.3 Temporary Speed Restriction End Sign

Sign	Description	Required Action
	<p><i>Temporary Speed Restriction End signs are white and circular.</i></p> <p>This sign is placed 50 metres beyond the <i>Temporary Speed Restriction area</i>.</p> <p>Note: In <i>Bi-Directional</i> areas where the <i>TSR</i> applies in both directions, the back of the <i>TSR Start sign</i> will indicate to <i>Rail Traffic Crews</i> that they are leaving the limits of a <i>TSR</i>.</p>	<p><i>Rail Traffic can return to the authorised Track Speed, once the Rail Traffic Consist has passed beyond the Temporary Speed Restriction End sign.</i></p>

3.4 Placement

TSR signs must be placed:

- wherever possible, to the left of the line to which the *TSR* applies; and
- where they can be clearly seen by *Rail Traffic Crews*.

3.5 Adjoining TSRs

TSRs may adjoin provided the *TSR* signs can be placed so that there is not two *Temporary Speed Restriction Ahead* signs before a *Temporary Speed Restriction* sign.

Where the distance between *TSRs* will not permit the clear separation of signs then the lower speed must apply from the first *TSR* to the end of the lowest *TSR*, then:

- a *Temporary Speed Restriction* end sign must be placed; or
- a *Temporary Speed Restriction* sign placed, displaying a higher Maximum Speed sign.

Where a higher speed *TSR* applies at the end of a lower *TSR* then a *Temporary Speed Restriction Ahead* signs is not required and a *Temporary Speed Restriction* sign with the higher Maximum Speed sign must be place at the start of that *TSR*.

4. General Arrangement of TSR Signs

Figure 3025-1 General arrangement of TSR signs for single Bi-Directional track.

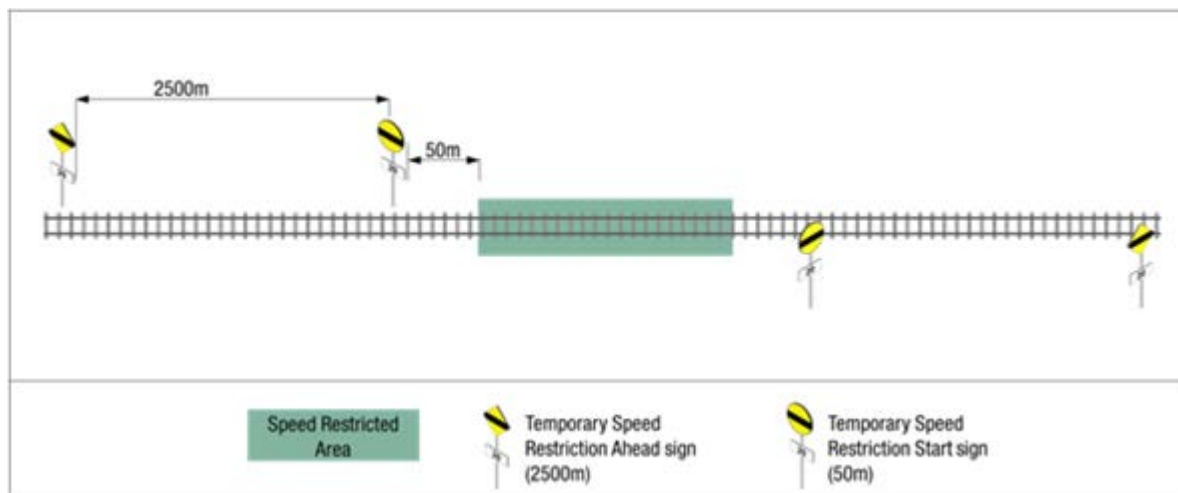


Figure 3025-2 General arrangements of TSR signs on double *Uni-Directional* track.

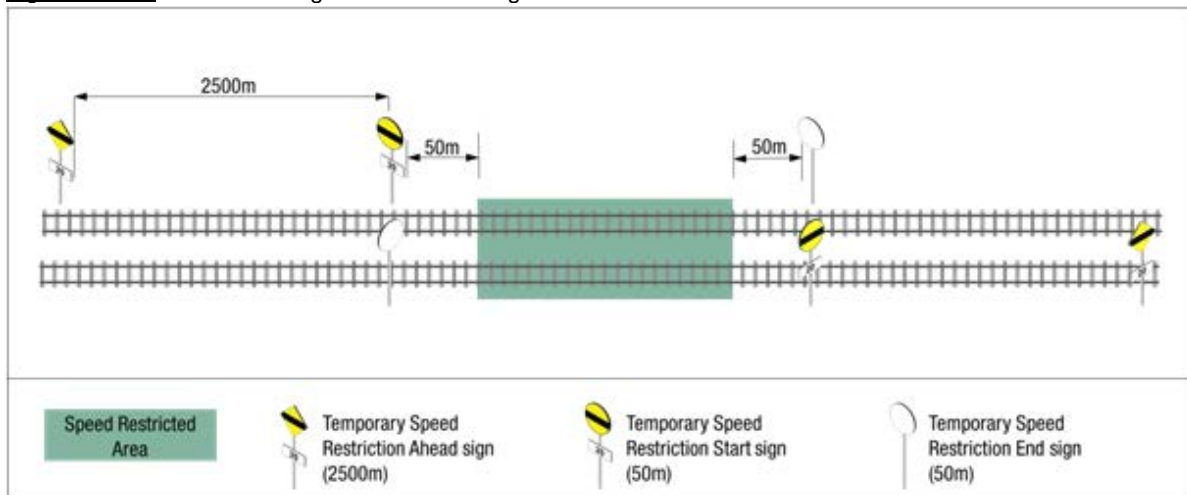
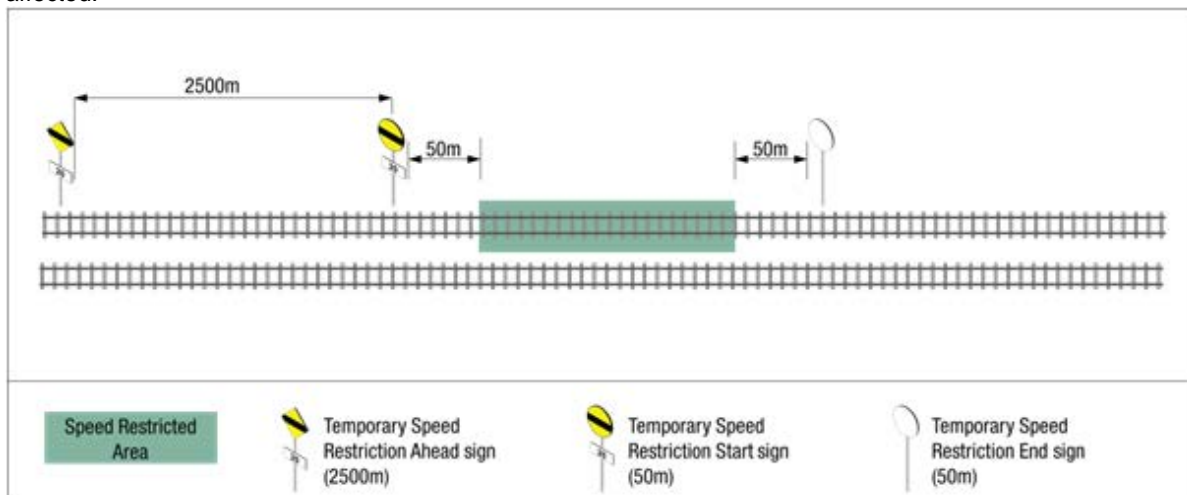


Figure 3025-3 General arrangements of TSR signs on double *Uni-Directional* track where only one line is affected.

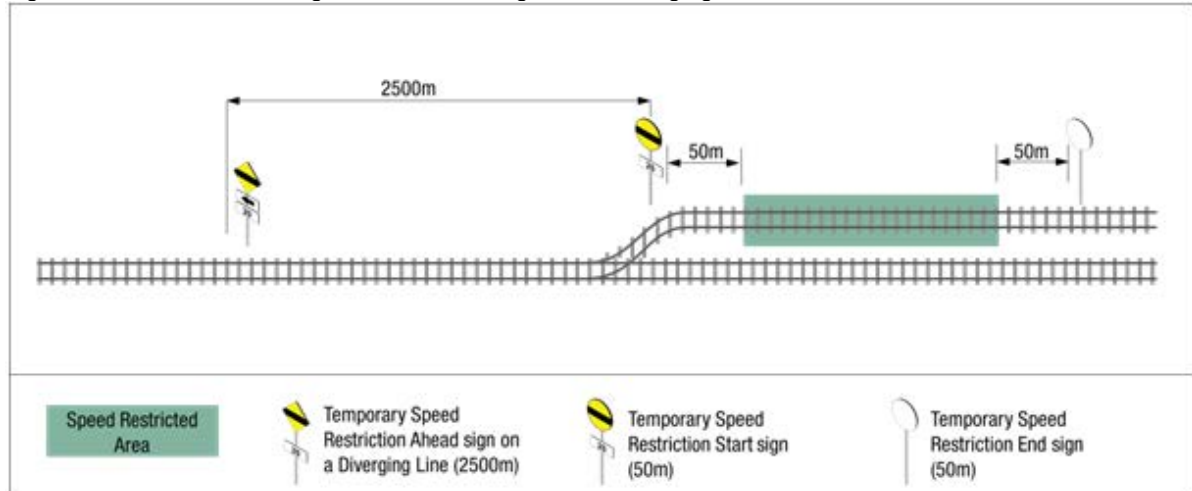


4.1 Diverging Routes

TSR signs must be placed on all lines that might give access to the affected line.

If the *TSR* applies on a diverging *Route*, the *Temporary Speed Restriction Ahead* sign and *Temporary Speed Restriction Start* sign will display an arrow in the direction of the divergence, or additional text to indicate the *Track* to which the speed restriction applies.

Figure 3025-4 General arrangements for TSR signs for a diverging line.



5. Keeping Records

Infrastructure Representatives, Rail Traffic Crews and Network Controllers must keep a *Permanent Record* of the details of *TSRs*.

6. References

2009 Reporting and responding to a Condition Affecting the Network (CAN)

7. Effective Date

4 May 2016