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Level 2

The management of heat related emergency restrictions of speed resulting from high air temperatures

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Issue record

Issue	Date	Comments
1	July 2004	Original issue. Replaces NR/Protocol/Heat ESRs, Issue 1 Version 3, 17 May 2004
2	August 2008	Phase 2A / Engineering reorganisation responsibility change
3	March 2010	Including reference to ERTMS

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 06 March 2010.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

Reference documentation

NR/CS/OPS/021	Weather – Managing the Operational Risks
GE/RT8000/SP	Rule Book, Speeds Module, Section C
NR/L2/TRK/3011	CONTINUOUS WELDED RAIL (CWR) TRACK Network Rail Control Manual

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1 Purpose

This document states the procedure for the management of heat related Emergency Speed Restrictions (ESR) resulting from a forecast of Hot Weather. The purpose of the standard is to maintain operational safety yet reduce the performance impact of unnecessary heat related blanket ESR. This procedure supports [NR/CS/OPS/021](#).

2 Scope

Where weather forecasts or local intelligence indicate Hot Weather for the following day that will be likely to require the imposition of ESRs, then this procedure shall apply.

This procedure shall apply for:

- a) Exceptionally Hot Weather, where air temperature requires blanket speed restrictions
- b) Hot weather, where rail temperature requires site-specific speed restrictions
- c) Hot weather, where air temperature requires asset-specific speed restrictions

Hot Weather related ESR might be required to mitigate risks associated with:

- a) Track buckles
- b) Track circuit failures
- c) Points failures (through loss of detection)
- d) Overhead line sag
- e) Overheating relay rooms

This procedure shall be managed in line with the general style of standard [NR/CS/OPS/021](#) Weather - Managing the Operational Risks, and shall normally require the implementation of the Extreme Weather Action Team (EWAT) plan for Red Alert status.

Route Directors, Route Control Managers, Route/Area Operations Managers and Infrastructure Maintenance Delivery Managers shall make their staff aware of their roles in these arrangements.

In areas signalled by ERTMS, lineside boards are not provided for ESR and speed restrictions are imposed using the signalling system. Speeds are specified in kilometres per hour (km/h) and the rules are shown in GE/RT8000/SP ERTMS. The provisions of this procedure apply, enhanced as necessary by Local instructions.