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	Date:	05 December 2015
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1 Purpose

To provide a procedure to monitor that speed restrictions are being adhered to by Network Rail OTM drivers on railway infrastructure. This is to minimise the risk of an incident taking place due to an OTM being allowed to travel at excessive speed. Guidance is provided on actions to be taken where excessive speed is identified with a Network Rail OTM or any FOC/TOC service that is speed checked.

2 Scope

This procedure applies primarily to trains operated by Network Rail OTM drivers. During radar speed checks, trains operated by other companies are also checked.

Methods of checking train speeds are:

- a) Radar Speed Guns; and
- b) On Train Data Recorder.

3 Definition

Term	Explanation
OTDR	On Train Data Recorder
OTL	Operations Team Leader
PIC	Person in charge
Out of hours	Defined as being between 19:00hrs and 07:00hrs week days, weekends and Bank Holidays

4 Roles and responsibilities

4.1 Operations Performance Manager

The Operations Performance Manager shall deliver a programme for OTM speed management.

4.2 Operations Team Leaders

Operations Team Leaders (OTLs) shall familiarise themselves with:

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- a) the contents of this procedure; and
- b) their responsibilities specified in this procedure.

4.3 Operations Standards Manager

The Operations Standards Manager shall verify through audits that the speed checking of OTMs is carried out in accordance with this procedure.

5 Procedure

5.1 Frequency and location of radar speed checks

A radar speed check on the OTM Fleet should be undertaken at least once per quarter on NRMI by all OTLs.

OTLs should liaise with each other to formulate a rota, which indicates whom will perform the checks.

NOTE 1 Specific checks may be undertaken on individuals where a previous incident of speeding has been identified and these checks form part of an individual's action plan.

NOTE 2 The frequency of checks may be intensified in any location if appropriate. Each area/depot may perform additional radar speed checks, especially if there are specific locations that cause concern.

When selecting the locations of the checks, OTLs should take into account high-risk areas where speeding might increase the risk of:

- a) derailment;
- b) injury to staff on board an OTM;
- c) damage to the infrastructure;
- d) collision within possession and worksites; and
- e) collision at automatic level crossings.

Locations that should be considered are:

- a) speed restrictions:
 - 1) PSR Where the reduction of speed is identified within the LORRA as high risk;
 - 2) PSR where the reduction is for curvature of the line/loading of bridges/viaducts etc.; and
 - 3) TSR/ESR imposed for track conditions or safety of track workers;
- b) crossovers etc. where complex areas are negotiated;
- c) approach to level crossings. To confirm that excessive speed does not lead to a reduced operational time of barriers at automatic crossings;
- d) inside possession and worksites; and
- e) stop signals and dead end platforms.

Speeds in these locations should be checked using OTDRs so drivers are not distracted and inadvertently cause safety of the line incidents.