

Ref:	NR/L3/OCS/043/3.6
Issue:	6
Date:	05 June 2010
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National Control Instructions

and

Approved Code of Practice

Section 3.6

Speed Restrictions

This section contains:

3.6.1	Emergency Speed Restrictions
3.6.2	Temporary Speed Restrictions
3.6.3	Heat Related Speed Restrictions
3.6.4	Blanket Speed Restrictions

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3.6 Speed Restrictions

References

Rule Book: GE/RT8000, Module SP
NR procedure: NR/L2/OPS/060: The Management of Heat Related
Emergency Restrictions of Speed Resulting from High Air
Temperatures

National Control Instruction

Controllers shall

- respond to incidents involving Speed Restrictions as they are reported
- arrange for a timely response by maintenance teams
- determine the full details and effects of the restriction and
- arrange for the safety of the operational railway to be maintained.

Approved Code of Practice

3.6.1 Emergency Speed Restrictions

3.6.1.1 The Network Rail Operational Control function

- This procedure provides that all Train Operators who operate on Network Rail managed Infrastructure are correctly and promptly notified, in a consistent format, when an Emergency Speed Restriction, affecting the running of their trains, has been imposed, varied or withdrawn.
- The contact point for each of such Train Operators for receiving information regarding an Emergency Speed Restriction (ESR) is their relevant Network Rail Control Office.
- Network Rail Control Offices shall maintain a controlled list of all agreed contact numbers for each Train Operator. Each Train Operator is responsible for managing information provided by Network Rail according to their company policies.

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3.6.1.2 Imposition

- a) The requirement to impose an Emergency Speed Restriction shall be advised to Network Rail Control by the signaller. If advice comes from other than the signaller concerned, it shall be confirmed that the signaller concerned is aware of the ESR imposed.
- b) When being advised of the imposition of an Emergency Speed Restriction, the controller receiving the information shall ascertain:
 - i) The name, grade and company of the person giving the advice
 - ii) The reason for the restriction being imposed
 - iii) The location of the restriction
 - iv) The line(s) affected
 - v) The start and finish points (in miles and chains)
 - vi) The speed being imposed
 - vii) Whether speed boards have been erected
 - viii) The potential duration of the restriction
 - ix) Any other relevant information
- c) The Network Rail Control shall issue an advice of the restriction to TOCs/FOCs and all relevant stakeholders, using the standard form (Appendix A).
- d) Each ESR shall be sequentially numbered in the standard format. The Network Controller whose responsibility it is for issuing the ESR is by local arrangement with the relevant Network Rail Control.
- e) The Network Rail Control shall arrange for all concerned to be made aware of the speed restriction for monitoring purposes, including the application of TRUST delays. TRUST delay attribution shall be carried out in accordance with the guidelines contained in the Business Process Manual.
- f) Appropriate entries with full details shall be made in CCIL and FMS.
- g) For ESRs imposed as a result of Critical Rail Temperatures, there shall be no requirement for the Network Rail Control to issue separate advices unless the restriction shall be in place beyond 2000 hrs on the day in question.
- h) NR/L2/OPS/060: Allows for this advice to be given in table format to Train Operators as the circumstances permit prior to the period of high temperature

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3.6.1.3 Variance

On receipt of advice of an alteration to an existing ESR, Network Rail Controls shall amend the ESR and reissue it. The same ESR serial number shall be used, with a letter suffix (A for the 1st amendment, B for the 2nd amendment, etc). The amended ESR shall be disseminated in the same way as outlined in section 3.6.1.2.

3.6.1.4 Withdrawal

On receipt of advice that an ESR is withdrawn, Network Rail Controls shall issue a Withdrawal advice. The withdrawn ESR shall be disseminated in the same way as outlined in section 3.6.1.2.

3.6.1.5 Format and Transmission of Advices

- a) The information contained in, and the format of, all advices of imposed, amended and withdrawn ESRs shall comply with the National Standard.
- b) Transmission of ESR advices to TOCs/FOCs shall normally be by e-mail. Advices to other recipients may be by e-mail or fax. (**Appendices A & B**)
- c) If verbal advice is necessary, then the procedures contained within the Rule Book Module G1 "Giving and receiving safety messages" shall be applied and a special entry made in CCIL.

3.6.1.6 Acknowledgements

Acknowledgement of imposition, alteration and withdrawal advices of ESRs shall be recorded by the Network Rail Control office concerned and retained for audit purposes.

3.6.1.7 Periodic ESR Validity Checks

Each Network Route Control Manager shall check the state and validity of all ESRs each week. This check shall be made at the start of each Weekly Operating Notice period.

3.6.1.8 Maintenance of Records

Records of checks undertaken, and advices and acknowledgements of the imposition, alteration and withdrawal of ESRs, shall be maintained for a period of 2 years for audit purposes.