

TECHNICAL INSTRUCTION		TI 167 Issue 1 19/03/2012 Expires: 01/09/2012 Page 1 of 1
		NETWORK RAIL - SIGNAL ENGINEERING Initiators of ESR – Maintenance Staff Only
Relevant Standard	NR/L3/SIG/MG0110	

Purpose

This TI amplifies clause 5.1.2 of [NR/L3/SIG/MG0110](#) to give further guidance to the Initiator of Emergency Speed Restrictions (ESR) the information they are required to provide to the Signaller.

Scope

Maintenance staff only, who are required to impose ESR.

Note: The process for initiation of an Emergency Speed Restriction by other than maintenance staff is not covered in this TI.

Providing the Signaller with ESR information

Clause 5.1.2 currently states that the ESR Initiator informs the Signaller of the requirement of the ESR and the necessary information, as contained in the rule book. It has now been necessary to expand this clause by providing what ESR information is actually required by the Signaller. Clause 5.1.2 is now amended to read:

The person requiring the imposition of an ESR (the Initiator) shall inform the Signaller of the requirement of the ESR by giving the following information:

- reason for the ESR
- the line or lines to which the ESR will apply, and the direction of travel of trains that is affected (reversible lines)
- the locations between which the ESR has been imposed on the lines in question.
- the speed that has been imposed (which cannot be more than 20 mph until any necessary lineside signage and equipment has been installed)
- the time the speed restriction has been imposed
- when the necessary lineside signage and equipment will be installed
- details of any fixed AWS magnets which have or will require to be disconnected (this will require a SPAD risk assessment to be carried out)
- The identity of signals at which any Automatic Train Protection (ATP) equipment has or will be adjusted to co-ordinate with the ESR [noting that on some ATP systems, the ESR speed restriction is a fixed value which may not relate to the intended value of the ESR].

[NR/L3/SIG/MG0110](#) has been amended to reflect the above change and will be up issued in June 2012, where upon this TI will be withdrawn.

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Staff to be Briefed

Role	Responsible for Briefing
Route Asset Managers [Signalling] & [Track]	Author
Signal & Telecoms Maintenance Engineer Track Maintenance Engineer	Route Asset Managers [Signalling] & [Track]
Section Manager [Signals] & [Track]	Signal & Telecoms Maintenance Engineer Track Maintenance Engineer
Signal Technicians Signalling Technical Support Staff On-Track staff	Section Manager [Signals] & [Track]
Operations Principles Specialist	Author