



Briefing note

Documents for lineside signal spacing and speed signage

New and revised documents

Document number	Document title	Issue
GK/RT0075	Lineside Signal Spacing and Speed Signage	1
GK/GN0675	Guidance on Lineside Signal Spacing and Speed Signage	1

Documents to be withdrawn

Document number	Document title	Issue
GK/RT0034	Lineside Signal Spacing	4
GK/RT0038	Signing of Permissible Speeds and Speed Restrictions	2

Standards Committee(s): Control, Command & Signalling, Traffic Operation and Management, Rolling Stock, and Infrastructure.

Issue/withdrawal date: 5 March 2011

Document comes into force: 4 June 2011

Background

The Control Command and Signalling (CCS) Standards Committee approved this project 05/029 in April 2007. The Project Plan was subsequently approved by the Control, Command & Signalling (CCS) Standards Committee on the 13 March 2008 and by the secondary Standards Committees in March and April 2008.

RSSB undertook the multi-discipline review of the requirements in GK/RT0034 and GK/RT0038 to identify those requirements in scope of RGS to be addressed in the new RGS GK/RT0075. The findings of that review are presented in the supporting Impact Assessment.

The new standard containing the retained measures together with the proposal to withdraw GK/RT0034 and GK/RT0038 were approved to be issued for consultation by the CCS Standards Committee on the 17 July 2008. The approval from the INS and TOM Standards Committees were received on the 16 July 2008 and 22 July 2008 respectively. The RST Standards Committee only required to see the new standard post-consultation.

Following the completion of the consultation period on 17 October 2008 discussions were held with Network Rail on 6 May 2009 to resolve those issues which went beyond the scope of the current project. It was agreed that Network Rail would consider raising proposals for standards change to address these issues, in the longer term, under a future project.

The proposed responses to the consultation comments together with the amended proposed new RGS and Guidance Note were presented to the CCS, TOM, RST and INS Standards Committees on the 23/9/10, 12/10/10, 29/10/10 and 17/11/10 respectively, and were approved to be issued to the consultees and for publication subject to no material change being required. As no comment was received from the consultees the documents were approved for publication.

Scope

The new standard GK/RT0075 'Lineside Signal Spacing and Speed Signage' specifies the minimum distances that must be provided between the first cautionary aspect and the stop signal to which it applies. In addition, it addresses the signing for permissible speeds and speed restrictions incorporating those requirements from GK/RT0034 and GK/RT0038 that remain in scope of RGS as well as additional requirements necessary to address the approved non-compliances and proposals for change raised against GK/RT0034 and GK/RT0038. The new Guidance Note GK/GN0675 has been produced to support GK/RT0075 in order to clarify the reasons behind the signalling braking distance requirements and explain the criteria used in setting permissible speeds.

Issues raised at consultation

As part of the consultation the stakeholders were requested to state their preferences for:

- a) the use of metric and/or imperial units,
- b) the units to be used for gradients
- c) whether graphs of the tabularised data should be included in the standard?
- d) whether the terminology 'deceleration distance' should be retained?

Based on the stakeholder responses to these issues the Standards Committees agreed that:

- a) Metric units be retained in the RGS for the signalling braking distances, and the Guidance Note include the corresponding data using imperial units.
- b) The mm/meter unit be used in the RGS to align with European units, and percentages be used, for imperial data, in the Guidance Note. The 1 in XX form for specifying a gradient will also be retained.
- c) The graphical presentation of the signalling braking distance be removed from the RGS but retained in the Guidance Note.
- b) The terminology 'deceleration distance' to be retained.

Key changes

The following key changes addressing approved non-compliances and proposals have been incorporated into GK/RT0075. The impacts associated with these changes are addressed in the Impact Assessment included with this submission.

- a) The withdrawal of those requirements that are solely addressed by a railway undertaking or an infrastructure manager and do not involve co-operation at the working interface. These measures have been identified as single duty holder responsibility in Table 1 and will be withdrawn as they are out of scope of RGS in accordance with the Railway Group Standards Code. Although these single duty holder requirements have been withdrawn, the duty holder retains the responsibility for their future management and any related hazards they control.
- b) The withdrawal of requirements that are repeated in other RGSs and their replacement by cross-referencing to the relevant RGS where appropriate.

- c) The withdrawal of requirements that will not have a detrimental effect on safety. On the 13 March 2008 the CCS Standards Committee (minute 08/CCS/03/080a) requested that clause 7.6.1a) in GK/RT0034 be withdrawn as it should require a derogation if a signalling braking distance less than that specified in the Appendices to the RGS is to be used. Following consultation it is considered that the withdrawal should also have included clause 7.6.1b) which will otherwise be inconsistent with clause 2.3.1 of GK/RT0075. This issue is now addressed in the proposed response to the consultation comment 38 against GK/RT0075 and the entries id ref 9630 C1 and C2 in the impact assessment Table 1 which refer to GK/RT0034 clauses 7.6.1 a) & b) have been amended to reflect this.
- d) The withdrawal of Appendix D of GK/RT0034 and measures relating to its application. Appendix D applies to the operational use of train classes 411, 412, 421, 422 and 423 at speeds in excess of 75 mph.
- e) Changes to permit the retention of unsigned permissible speeds based on the 'two-thirds' rule and the use of cut-out signs which were referred to in compliance clauses in section A of GK/RT0038.
- f) The consideration of the constraints and restrictions on moving temporary speed restrictions.
- g) Changes to address the criteria to be applied when signals are spaced more than 50% greater than the minimum signals spacing distance.
- h) Changes to address the data for low speed braking.
- i) Changes to address the setting out of the wider criteria for mid-platform signals.

All withdrawn documents continue to be available on the RSSB website, in the withdrawn documents section, but will not, in future, be maintained by RSSB.

Compliance requirements

GK/RT0075 and its associated Guidance Note GK/GN0675 are scheduled to be published on 5 March 2011. At the CCS Standards Committee on the 13 March, 2008 Network Rail commented (minute 08/CCS/03/080a) that they would need at least a year between the RGS being issued and its coming into force. The advice of the committee was sought, at the committee meeting on the 23 September 2010, on whether this period was still appropriate. The committee agreed that a three month period between the issue date and 'In Force' date would be acceptable. This meant that publication date for the documents could be brought forward from June 2011 to March 2011, with a compliance date of June 2011 in the event that no (material) changes to the documentation were required as a result of the post consultation review. The withdrawal of the existing RGSs GK/RT0034 and GK/RT0038 have also been co-ordinated with the date that GK/RT0075 will come into force which is the 4 June 2011.

Impact of proposed changes to National Technical Rules (NTRs)

Open point		NTR proposed before changes notified in this Briefing Note		NTR proposed following changes notified in this Briefing Note		Reason for amendment to proposed NTR
TSI	Clause	RGS	Clause	RGS	Clause	
HS CCS	Annex A Index 51	GE/RT0038 Issue 2	B4.3.2	GK/RT0075 Issue 1	3.2.1.2	Requirements include in new Standard GK/RT0075 and GK/RT0038 withdrawn.
CR CCS	Annex A Index 51	GE/RT0038 Issue 2	B4.3.2	GK/RT0075 Issue 1	3.2.1.2	Requirements include in new Standard GK/RT0075 and GK/RT0038 withdrawn.

Impact of proposed changes to National Safety Rules (NSRs)

No proposed changes relate to National Safety Rules

Deviations authorised by RSSB

The following approved non-compliances and proposals issued against GK/RT0034 and GK/RT0038 have been addressed in GK/RT0075. The implications of these changes have been addressed in the associated Impact Assessment.

- a) Non-compliances:
03/025/NC, 03/142/NC, 03/214/NC, 03/258/NC, 04/097/NC, 04/199/NC, 05/184/NC, 07/081/NC and 08/053/NC
- b) Proposals
03/093, 03/103, 04/032, 04/057, 04/073, 04/054, 05/006, 05/029(a), 05/089, 06/043, 07/065, 07/072, 08/067, 08/125, 09/017, 09/033, 09/032.

The proposal to address the control of deceleration /acceleration from cascade speed restrictions detailed in the proposal 05/006 has not been included in the RGS. The proposal addressed specific circumstances where intermediate speed signs are considered unnecessary owing to the limiting acceleration characteristics and braking capabilities of the trains, which would mean that trains complying with other signed speeds would not exceed the intermediate speeds. Following discussions at the CCS Standards Committee on 17 July 2008 it was agreed that identification of intermediate values of permissible speeds is not required. The Infrastructure Manager may determine the attainable speed over a section of line and use this to specify the maintenance requirements for that section, but intermediate values do not need to be advised to the Railway Undertaking as a change in permissible speed.