



Deviation from a Railway Group Standard

(In accordance with the Railway Group Standards Code, Issue Four, part 7)

Deviation Number: 13/112/DEV

1. Start and End Date:

From 17/09/2013 to 06/06/2015

2. Details of applicant:

, HQ, C/O , Standards Management Analyst, Network Rail, The Quadrant: MK, Furzton, Floor 3, Desk 054, Elder Gate, Milton Keynes, MK9 1EN

3. Your reference number:

Tracker No. 14251

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

National trial – Managing the implementation of emergency speed restriction.

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GE/RT8000/SP	Three	April 2008	Speeds

6b. RGS clause(s):

9.1 and 9.2

6c. RGS clause requirements:

“9.1 Signaller’s actions

[Signaller]

When an emergency speed restriction is to be imposed, you will be told:

- the line on which the emergency speed restriction will apply
- the locations between which the emergency speed restriction has been imposed
- the speed that has been imposed (which cannot be more than 20 mph until the equipment is in place)
- the time the speed restriction has been imposed
- when the equipment will be installed.

If it is necessary to allow trains to pass over the emergency speed restriction before the equipment is in place, you must stop and tell each driver who will travel over the restriction:

- the location where the emergency restriction begins and ends, and
- the speed limit imposed.

You must continue with these arrangements until the equipment has been set up.

To avoid delays, you should, if possible, divert trains away from the line that the emergency speed restriction is on, until the equipment is in place.

9.2 Driver's actions

[Driver]

When an emergency speed restriction is imposed and before the equipment has been installed, the signaller will tell you:

- the location where the emergency restriction begins and ends, and
- the speed limit imposed (which cannot be more than 20 mph until the equipment is in place).

You must reduce the speed of your train to travel over the affected portion of line at the speed the signaller tells you, or at any lower speed you are required to observe.

Once the equipment is in place, the signaller will no longer tell drivers about the emergency speed restriction.

You must control the speed of your train so that it will pass over the affected portion of line at no greater than the speed shown on the warning board."

7. Scope of deviation:

National.

8. Duration of the deviation:

A trial is currently being conducted in Scotland and this deviation will be in place until the Rule Book Module SP Clauses 9.1 and 9.2 can be changed within the Rule Book Module updates.

9. Method of elimination:

Amendment of Rule Book Module SP.

10. Impacts of complying with the current RGS requirement:

Clauses 9.1 and 9.2 stipulate that the signaller cannot instruct a driver to go at a speed greater than 20 mph until all line side equipment is in place, even though the speed restriction imposed by the engineer is greater than 20 mph.

This deviation is to remove an outdated instruction.

11. Proposed alternative provisions:

The request is to allow the driver (who is advised by the signaller of the Emergency Speed Restriction as imposed by the engineer) not to have to travel at 20 mph until line side equipment is in place when the speed is greater than 20 mph.

In terms of safety, the driver will be advised to travel at a speed no greater than that imposed by the engineer.

12. Impacts of the alternative provisions:

The concept and safe system of work is already proven in a trial being conducted in Scotland. The trial was fully briefed to all who are participating in the trial. The trial was conducted and undertaken using the instructions contained within Rule Book GE/RT8000/SP. The only difference in respect of current delivery of this instruction is that we will no longer have to wait for the line side equipment to be put in place before the driver is advised of an Emergency Speed Restriction (ESR) speed which is greater than 20 mph.

It should be noted that the speed at which the driver is instructed to travel, will be deemed safe and fit for purpose by the engineer who is imposing the ESR.

A review of the trial conducted in Scotland was presented to TOM-SC on 25/06/2013 and the committee agreed to support the deviation request based on the six-monthly review of the current temporary non-compliance Ref. 12/212/TNC (Tracker Ref. 11849).

13. What other options have been considered?

N/A

14. Consultation with affected parties

- Signalling staff
- Maintenance staff
- Controllers
- Route Managing Directors
- Train Operating Companies (TOCs)
- Freight Operating Companies (FOCs)
- Yellow plant drivers
- Chartered trains.

15. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

A proposal Ref. 13/013 to change the RGS has been submitted together with this deviation application.

Attachments:

- Communication planning - templates and guidelines
- Network Rail's presentations – Changing how we caution for ESRs:
 - Briefing to Control staff and Signallers (August to November 2013)
 - Briefing to Drivers (August to November 2013)
 - Briefing to Track side staff (August to November 2013).

16. Signature of applicant:

, Head of Operations Principles and Standards

Date of application:

12/08/2013

17. Lead Standards Committee details:**Name of Committee:**

Traffic Operation and Management

Date of meeting

17/09/2013

Minute reference:

13/TOM/09/174

Authorised by:

Signed by Steve Roberts on 07/11/2013

Date of Authorisation:

07/11/2013

Steve Roberts
Head of Delivery, Traffic Operation and Management