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1. PURPOSE

The purpose of this rule is to set out the protocols for applying a *Temporary Speed Restriction* (TSR) in the Public Transport Authority (PTA) Network. The object of a TSR is to reduce the speed of Rail Traffic to ensure safe passage over a Section of Track when the Track is not safe for Normal Speed.

2. GENERAL

A TSR is applied by a Maintenance Representative.

A TSR overrides any existing higher speed.

A TSR may be applied due to:

- Infrastructure conditions;
- risks to Track Workers; or
- weather conditions.

2.1 ADVICE OF A TEMPORARY SPEED RESTRICTION

*Rail Traffic Crew* must be advised about a TSR by TSR signs, and:

- the issue of a *Special Notice*; or
- the issue of a *Condition Affecting the Network* (CAN) warning.

If it is not possible to place TSR signs immediately, *Rail Traffic Crew* must be given written or verbal advice of the TSR, before they enter the affected Section of Track.

TSR signs must be placed as soon as practical after the Speed Restriction is imposed.

*Rail Traffic Crew* must keep the advice for the duration of the journey.

3. TYPES OF SIGNS

*TSR* Ahead signs are diamond shaped with a yellow background and a horizontal black stripe and:

- indicate that a TSR is ahead; and
- display the maximum speed permissible for each Rail Traffic type over the affected Section of Track.

*The TSR* start signs are circular shaped with a yellow background and a horizontal black stripe to indicate:

- to inform Rail Traffic Crew that they are entering the limits of a TSR; and
- the maximum speed permissible for each Rail Traffic type over the affected Section of Track.
TSR end signs are white and circular to indicate to Rail Traffic Crew that they are leaving the limits of a TSR.

**NOTE**

In Bidirectional areas where the TSR applies in both directions, the back of the TSR start sign will indicate to Rail Traffic Crew that they are leaving the limits of a TSR.

### 3.1. Temporary Speed Restriction Ahead Sign

<table>
<thead>
<tr>
<th>SIGN</th>
<th>Name and Description</th>
<th>Required Action</th>
</tr>
</thead>
</table>
| ![Sign](image) | Temporary Speed Restriction Ahead  
This sign is placed 1000 metres from a Temporary Speed Restriction Start sign. Placed below the Temporary Speed Restriction Ahead sign is a Speed Restriction sign showing the maximum speed permitted for the restricted area. | Rail Traffic Crew to Proceed, being prepared to bring the Rail Traffic under control and Travel at the speed shown on the Speed Restriction Board placed below the sign.  
**Note:**  
If no maximum speed is displayed on the Temporary Speed Restriction Ahead sign, Rail Traffic Crew must be prepared to reduce speed as detailed in the Drivers Information documentation where available, or to 15km/h over the TSR area. |
### 3.2. Temporary Speed Restriction Start Sign

<table>
<thead>
<tr>
<th>SIGN</th>
<th>Name and Description</th>
<th>Required Action</th>
</tr>
</thead>
</table>
| ![Image](image1.png) | *Temporary Speed Restriction Start*  
This sign is placed 50 metres from the area covered by a *Temporary Speed Restriction*.  
Placed below the *Temporary Speed Restriction* Start sign is a *Speed Restriction* sign showing the maximum speed permitted for the restricted area. | Rail Traffic is to Proceed at the speed shown on the *Speed Restriction* sign placed below the *Speed Restriction* Start sign.  
**Note:**  
If no maximum speed is displayed on the *Temporary Speed Restriction* Start sign, Rail Traffic Crew must be prepared to reduce speed as detailed in the Drivers Information documentation where available, or to 15km/h over the *TSR* area. |

### 3.3. Temporary Speed Restriction End Sign

<table>
<thead>
<tr>
<th>SIGN</th>
<th>Name and Description</th>
<th>Required Action</th>
</tr>
</thead>
</table>
| ![Image](image2.png) | *Temporary Speed Restriction End*  
This sign is placed 50 metres past the *Temporary Speed Restriction*.  
**Note:**  
In Bidirectional areas where the *TSR* applies in both directions, the back of the *TSR* Start sign will indicate to Rail Traffic Crew that they are leaving the limits of a *TSR*. | Proceed at the Restricted Speed until the Rail Traffic consist has passed beyond the *Temporary Speed Restriction* End sign. |

### 3.4. Placement

*TSR* signs must be placed:
- wherever possible, to the left of the line to which the *TSR* applies; and
- where they can be clearly seen by Rail Traffic Crew.
3.5. **DIVERGING ROUTES**

TSR signs must be placed on all lines that might give access to the affected line.

If the TSR applies on a diverging Route, the TSR ahead sign and TSR start sign will display an arrow in the direction of the divergence, or additional text to indicate the Track to which the Speed Restriction applies.

3.6. **ADJOINING TEMPORARY SPEED RESTRICTIONS**

Where there are Adjoining TSRs and the signs would overlap, the TSRs are to be treated as a single TSR and the lowest speed will apply.

3.7. **STOPPING PLACE BETWEEN SPEED RESTRICTION AHEAD AND SPEED RESTRICTION START SIGNS**

Where a stopping place exists between the Speed Restriction Ahead and the Speed Restriction Start signs, a Speed Restriction Ahead sign must be placed at the departure end of the Stopping Place before the Speed Restriction Start sign.

Attached to the sign will be the letter R and a Speed Restriction sign showing the speed the Rail Traffic is to proceed over the restricted area.
4. **GENERAL ARRANGEMENT OF TEMPORARY SPEED RESTRICTION SIGNS**

*FIGURE: 4.1 General arrangement of TSR signs for single Bidirectional Track.*
FIGURE: 4.2 General arrangement of TSR signs on double line Unidirectional Track.
FIGURE: 4.3 General arrangement of TSR signs on double line Unidirectional Track where only one line is affected.
FIGURE: 4.4 General arrangement of TSR signs for a diverging line.
FIGURE 4.5 General Arrangement of TSR signs when a stopping place is between the Speed Restriction ahead and the Speed Restriction Starts signs.
5. **KEEPING RECORDS**

*Maintenance Representatives, Rail Traffic Crew and Train Controllers* must keep a *Permanent Record* of the details of TSRs.

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6. **REFERENCE**

Rule 2009 Reporting and Responding to a Condition Affecting the Network (CAN)

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7. **EFFECTIVE DATE**

| 19 February 2016 |