

Speed Restriction Notification

It was reported that a situation developed over a set of points whereby damage to the leading edge of the rail created the need for a temporary speed restriction to be put in place. As the condition of the points deteriorated, the speed over the area had been further restricted.

The type of markings on the speed board were reported to be inconsistent with network rules in their colouring and style. Furthermore, insufficient warning via driver notification and failed illumination of the temporary speed board was reported.

CSIRS Requirement

As part of the OTSI investigation, a Safety Valve Notification (SVN) was issued addressing these concerns, requesting a clarification of speed board markings and the notification process for drivers regarding speed limited areas.

Investigation outcome

The response by RailCorp to this SVN addressed the concerns raised, highlighting that the temporary speed board in question was in fact marked according to network rules and had been correctly placed.

On receiving advice that the speed board illumination had failed, electricians were dispatched and examined the lamp, finding it to be functioning correctly.

The notification to drivers was carried out in accordance with rules in place at the time and the speed board had undergone a change in speed from 20km/h to 10km/h some hours before the report was made.

Safety Action

RailCorp had been issued with an improvement notice by the ITSRR covering issues of a similar nature. In response to the OTSI SVN, RailCorp referred to their compliance with certain directions in the improvement notice.

In RailCorp's response to the improvement notice, it was highlighted that there is currently a project underway aimed at retraining staff involved in implementing and managing speed restrictions.

This project is aimed at reinforcing an understanding between drivers and associated infrastructure workers of the processes involved in altering and managing speed restrictions and train movements in general.

OTSI Action

OTSI has advised the reporter of the responses, actions and plans provided by the responsible operator.

The transport Safety Regulation division of the Independent Transport Safety and Reliability Regulator has been advised of this incident so that it can monitor the effectiveness of the Safety Actions undertaken and proposed by the operator.

This incident and the outcomes of the inquiries made by both OTSI and the responsible operator have been recorded in OTSI's Safety Investigations Database for future review and safety trend analysis.