

Rail Industry Standard

RIS-8034-CCS

Issue One

Date December 2016

Maintenance of Signal and Operational Sign Visibility

Synopsis

This document sets out the requirements necessary to ensure that the visibility and alignment of signals, and operational signs that perform the function of signals, are not adversely affected during the life of the equipment.

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Rail Industry Standard for the Maintenance of Signals and Operational Signs

Issue record

Issue	Date	Comments
One	03 December 2016	Original document Supersedes GERT8034 Issue Two and GEGN8634 Issue One GERT8034 Issue Two could not be retained as a National Safety Rule and is therefore reclassified as a Rail Industry Standard.

Superseded or replaced documents

The following Railway Group Standard is superseded or replaced, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GERT8034 Issue Two Maintenance of Signals and Operational Signs	All	04 March 2017
GEGN8634 Issue One Guidance on Maintenance of Signals and Operational Signs	All	04 March 2017

GERT8034 Issue Two Maintenance of Signals and Operational Signs, ceases to be in force and is withdrawn as of 04 March 2017.

Supply

The authoritative version of this document is available at www.rssb.co.uk/railway-group-standards. Enquiries on this document can be forwarded to enquirydesk@rssb.co.uk.

Rail Industry Standard for the Maintenance of Signals and Operational Signs

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Rail Industry Standard for the Maintenance of Signals and Operational Signs

Part 1 Introduction

1.1 Purpose of this document

- 1.1.1 This standard sets out the requirements for the maintenance of signal and operational sign visibility, and the reporting of sighting deficiencies to ensure that the visibility and alignment of signals, and signs that perform the function of signals, are not adversely affected during the life of the equipment.

1.2 Background

- 1.2.1 The requirements in Railway Group Standard (RGS) GERT8034 issue two 'Maintenance of Signal and Operational Sign Visibility' was notified as a National Safety Rules (NSRs). However, the requirements are not valid as NSRs in accordance with the rule management tool included in Annex 3 of the final report of the European Rail Agency's Task Force on National Safety Rules and cannot be retained in an RGS. As a consequence GERT8034 has been withdrawn and replaced by this Rail Industry Standard (RIS): RIS-8034-CCS 'Rail Industry Standard for the Maintenance of Signals and Operational Signs', which reproduces the text of GERT8034 issue two in its entirety as Annex A together with the supporting guidance GEGN8634 issue one in Annex B.

1.3 Application of this document

- 1.3.1 A member of RSSB may choose to adopt all or part of this document through internal procedures or contract conditions. Where this is the case the member of RSSB will specify the nature and extent of application.
- 1.3.2 Compliance requirements and dates have not been specified since these will be the subject of internal procedures or contract conditions.
- 1.3.3 The Standards Manual does not currently provide a formal process for deviating from RISs. However, a member of RSSB, having adopted a RIS and wishing to deviate from its requirements, may request a Standards Committee to provide observations and comments on their proposed alternative to the requirement in the RIS. Requests for opinions and comments should be submitted to RSSB by e-mail to proposals.deviation@rssb.co.uk. When formulating a request, consideration should be given to the advice set out in the 'Guidance to applicants and members of Standards Committee on deviation applications', available from RSSB's website.

1.4 Health and safety responsibilities

- 1.4.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

1.5 The structure of this document

- 1.5.1 The requirements of this RIS are the requirements set out in Annex A. The supporting guidance is set out in Annex B.

1.6 Approval and authorisation of this document

- 1.6.1 The content of this document was approved by Control Command and Signalling Standards Committee on 29 September 2016.
- 1.6.2 This document will be authorised by RSSB on 28 October 2016.

Rail Industry Standard for the Maintenance of Signals and Operational Signs

Annex A Text of GERT8034 issue two: Maintenance of Signals and Operational Signs

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Railway Group Standard

GE/RT8034

Issue Two

Date September 2013

Maintenance of Signal and Operational Sign Visibility

Synopsis

This document mandates the requirements necessary to ensure that the visibility and alignment of signals, and operational signs that perform the function of signals, are not adversely affected during the life of the equipment

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**Railway Group Standard
GE/RT8034**

Issue Two

Date September 2013

Maintenance of Signal and Operational Sign Visibility

Issue record

Issue	Date	Comments
One	December 2001	Original document
Two	September 2013	Replaces issue one. A number of clauses have been withdrawn because: a) They are not true measures and do not comply with the criteria in Part 4 of the RGS Code, section 4.2.1. b) They are the responsibility of a single duty holder and so do not comply with the criteria in Part 4 of the RGS Code, section 4.2.1. c) Their effects are duplicated by measures in other RGSs and are therefore redundant.

Revisions have not been marked by a vertical black line in this issue because the document has been revised throughout.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GE/RT8034 issue one Maintenance of Signal Visibility	All	07 December 2013

GE/RT8034 issue one Maintenance of Signal Visibility, ceases to be in force and is withdrawn as of 07 December 2013.

Supply

The authoritative version of this document is available at www.rgsonline.co.uk. Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2, Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.

Maintenance of Signal and Operational Sign Visibility

Railway Group Standard

GE/RT8034

Issue Two

Date September 2013

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Railway Group Standard**GE/RT8034**

Issue Two

Date September 2011

**Maintenance of Signal and
Operational Sign Visibility**

Part 1 Purpose and Introduction**1.1 Purpose**

- 1.1.1 This document mandates the maintenance of signal and operational sign visibility, and the reporting of sighting deficiencies.

1.2 Introduction**1.2.1 Background**

- 1.2.1.1 This document defines the requirements necessary to ensure that the visibility and alignment of signals, and signs that perform the function of signals, are not adversely affected during the life of the equipment.
- 1.2.1.2 This document defines changes to signal visibility that are beyond the scope of that covered by GE/RT8000, that is to say, planned work on railway infrastructure and work taking place adjacent to the railway which may affect signal visibility.

1.2.2 Related requirements in other documents

- 1.2.2.1 The following Railway Group Standards contain requirements that are relevant to the scope of this document:

GE/RT8000 Rule Book

GE/RT8037 Signal Positioning and Visibility.

1.2.3 Supporting documents

- 1.2.3.1 The following Rail Industry Guidance Note supports this Railway Group Standard:

GE/GN8634 Guidance on Maintenance of Signal and Operational Sign Visibility.

1.3 Approval and authorisation of this document

- 1.3.1 The content of this document was approved by Control Command and Signalling (CCS) Standards Committee on 13 June 2013.
- 1.3.2 This document was authorised by RSSB on 29 July 2013.

Maintenance of Signal and Operational Sign Visibility

Railway Group Standard

GE/RT8034

Issue Two

Date September 2013

Part 2 Requirements for Maintenance of Signal and Operational Sign Visibility

2.1 Introduction

- 2.1.1 An infrastructure manager stations (IM (stations)) shall advise the infrastructure manager network (IM (network)) at the earliest opportunity of proposed permanent and temporary changes to any of the following, so that the effect on signal sighting can be assessed:
- a) Station signs.
 - b) Station furniture.
 - c) Station platform structures.
- And
- d) Station lighting.
- 2.1.2 Planned changes shall not take place until the assessment confirms that the visibility of signals has been safeguarded.
- 2.1.3 Where an IM or RU becomes aware that the visibility of a signal or operational sign has been adversely affected, it shall advise the IM (network) at the earliest opportunity.
- 2.1.4 Where an IM or RU becomes aware of any structural design or construction work that is outside of its control, and has the potential to affect signal or operational sign visibility, it shall advise the IM (network) in writing.
- 2.1.5 Where an IM (stations) is planning lighting alterations in the driver's line of sight of signals or operational signs, it shall advise the IM (network) in writing.
- 2.1.6 Where an IM or RU becomes aware of any lighting alterations that are outside of its control, and that have the potential to affect signal or operational sign visibility, it shall advise the IM (network) in writing of the alterations.
- 2.1.7 The effect of emergency alterations on the visibility of signals or operational signs shall be assessed, by the IM making the change, as soon as reasonably practicable after the changes have been made.

2.2 Reporting and assessment process

- 2.2.1 IMs and RUs shall report deficiencies and planned changes in signal and operational sign visibility to the IM (network), who shall co-ordinate all such reports. These reports shall include, but not be limited to:
- a) Changes that could affect the visibility of a signal or operational sign.
 - b) Train driver-observed defects other than those identified in GE/RT8000/S3.
- And
- c) Deficiencies or potential deficiencies from other sources.
- 2.2.2 Each IM and RU shall co-ordinate their reporting such that the IM (network) receives reports from designated persons only.

Railway Group Standard**GE/RT8034****Issue** Two**Date** September 2011**Maintenance of Signal and
Operational Sign Visibility**

2.2.3 The IM (network) shall be responsible for co-ordinating the feedback on the acceptability of the visibility of the signal or operational sign, to the originating IM or RU.

2.2.4 The IM (network) shall ensure that copies of correspondence relating to reports of deficient visibility are passed to all RUs that operate over the affected line.

2.3 Signal or operational sign found to have a sighting defect

2.3.1 Where a signal or operational sign requires unplanned remedial action to correct a sighting defect, which cannot be carried out immediately, then, where necessary, special measures shall be applied to control the risk, pending the implementation of the remedial actions.

Maintenance of Signal and Operational Sign Visibility

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Date September 2013

Part 3 Application of this Document

3.1 Application - infrastructure managers

3.1.1 Scope

- 3.1.1.1 The requirements of this document apply to all existing signals and operational signs.
- 3.1.1.2 The requirements of this document apply to all work that affects the visibility of signals and operational signs.
- 3.1.1.3 Compliance with the requirements of this document relating to inspection, maintenance and in-service condition of infrastructure is mandatory, whether or not the infrastructure concerned is the subject of a designation, as set out above.
- 3.1.1.4 Any changes that are made which adversely affect signal sighting without following the requirements set out in 2.1.1 shall be corrected by the IM (network) or IM (stations) responsible for having undertaken the change.

3.1.2 Exclusions from scope

- 3.1.2.1 There are no exclusions from the scope specified in 3.1.1 for infrastructure managers.

3.1.3 General compliance date for infrastructure managers

- 3.1.3.1 This Railway Group Standard comes into force and is to be complied with from 07 December 2013.
- 3.1.3.2 After the compliance date or the date by which compliance is achieved if earlier, infrastructure managers are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, permission to comply with a specified alternative should be sought in accordance with the Railway Group Standards Code.

3.1.4 Exceptions to general compliance date

- 3.1.4.1 There are no exceptions to the general compliance date specified in 3.1.3 for infrastructure managers.

3.2 Application - railway undertakings

3.2.1 Scope

- 3.2.1.1 The requirements of this document apply to all work that affects signal and operational sign visibility whether new or modified.
- 3.2.1.2 The requirements of this document apply to all new and existing equipment used as signals or operational signs.

3.2.2 Exclusions from scope

- 3.2.2.1 There are no exclusions from the scope specified in 3.2.1 for railway undertakings.

3.2.3 General compliance date for railway undertakings

- 3.2.3.1 This Railway Group Standard comes into force and is to be complied with from 07 December 2013.

Railway Group Standard**GE/RT8034****Issue** Two**Date** September 2011**Maintenance of Signal and
Operational Sign Visibility**

3.2.3.2 After the compliance date or the date by which compliance is achieved if earlier, railway undertakings are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, permission to comply with a specified alternative should be sought in accordance with the Railway Group Standards Code.

3.2.4 Exceptions to general compliance date

3.2.4.1 There are no exceptions to the general compliance date specified in 3.2.3 for railway undertakings.

3.3 Health and safety responsibilities

3.3.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

Maintenance of Signal and Operational Sign Visibility

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Definitions and Abbreviations

IM (network)

Infrastructure manager (network) is the person who: a) in relation to infrastructure other than a station is responsible for developing and maintaining that infrastructure and b) manages and uses that infrastructure or permits it to be used for the operation of a vehicle.

IM (stations)

Infrastructure manager (station) is the person who: a) in relation to a station is responsible for managing and operating that station and b) manages and uses that station or permits it to be used for the operation of a vehicle.

Operational signs

Signs used to convey movement authority or other information to drivers, in order that they can control their train correctly.

RU

Railway undertakings comprise passenger Train Operating Companies (TOCs) and Freight Train Operating Companies (FOCs).

Railway Group Standard**GE/RT8034****Issue** Two**Date** September 2011**Maintenance of Signal and
Operational Sign Visibility**

References

The Catalogue of Railway Group Standards gives the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

RGSC 01	Railway Group Standards Code
RGSC 02	Standards Manual

Documents referenced in the text**Railway Group Standards**

GE/RT8000	Rule Book
GE/RT8037	Signal Positioning and Visibility

RSSB documents

GE/GN8634	Guidance on Maintenance of Signal and Operational Sign Visibility
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Rail Industry Standard for the Maintenance of Signals and Operational Signs

Annex B Text of GEGN8634 issue one: Guidance on Maintenance of Signals and Operational Sign Visibility

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GE/GN8634
Guidance on Maintenance of Signal and Operational Sign Visibility
Issue One: September 2013
Railway Industry Guidance Note for GE/RT8034

Guidance on Maintenance of Signal and Operational Sign Visibility

Issue record

Issue	Date	Comments
One	September 2013	Original document. This document gives guidance on interpreting the requirements of Railway Group Standard GE/RT8034 issue two Maintenance of Signal and Operational Sign Visibility.

Superseded documents

This Rail Industry Guidance Note does not supersede any other Railway Group documents.

Supply

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Guidance on Maintenance of Signal and Operational Sign Visibility

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Guidance on Maintenance of Signal and Operational Sign Visibility

Part 1 Introduction

G 1.1 Purpose of this document

G 1.1.1 This document gives guidance on interpreting the requirements of Railway Group Standard GE/RT8034 issue two Maintenance of Signal and Operational Sign Visibility. It does not constitute a recommended method of meeting any set of mandatory requirements.

G 1.2 The structure of this document

G 1.2.1 All requirements from Railway Group Standard GE/RT8034 are reproduced with a grey background in this document.

G 1.2.2 Guidance is provided as a series of sequentially numbered clauses prefixed 'G' immediately below the greyed text to which it relates.

G 1.2.3 Specific responsibilities and compliance requirements are laid down in the Railway Group Standard itself.

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G 1.4 Approval and authorisation of this document

G 1.4.1 The content of this document was approved by Control Command and Signalling (CCS) Standards Committee on 13 June 2013.

G 1.4.2 This document was authorised by RSSB on 29 July 2013.

Guidance on Maintenance of Signal and Operational Sign Visibility

Part 2 Guidance on Requirements for Maintenance of Signal and Operational Sign Visibility

G 2.1 Introduction

Extract from GE/RT8034

Section 2.1 Introduction

2.1.1 An infrastructure manager stations (IM (stations)) shall advise the infrastructure manager network (IM (network)) at the earliest opportunity of proposed permanent and temporary changes to any of the following, so that the effect on signal sighting can be assessed:

- a) Station signs.
- b) Station furniture.
- c) Station platform structures.

And

- d) Station lighting.

2.1.2 Planned changes shall not take place until the assessment confirms that the visibility of signals has been safeguarded.

G 2.1.1.1 Rationale: The visibility of signals should not be affected by work taking place on a station or by the positioning of signs or other platform furniture.

G 2.1.1.2 Work such as station rebuilding may potentially cause both temporary and permanent changes to signal visibility. Before such work commences, signal sighting should be assessed to ensure that there is no increased risk of a signal passed at danger (SPAD).

G 2.1.1.3 The proposed installation of station furniture such as a new station clock or an exit sign, permanent or temporary works such as hoardings or scaffolding and changes to station lighting may adversely affect the sighting of a signal or operational sign at or beyond the station platform.

Extract from GE/RT8034

Section 2.1 Introduction

2.1.3 Where an IM or RU becomes aware that the visibility of a signal or operational sign has been adversely affected, it shall advise the IM (network) at the earliest opportunity.

G 2.1.1.4 Rationale: The IM (network) carries out regular inspections of all signals on the network. Should a railway group member become aware that the visibility of a signal or operational sign has become impaired, this should be reported to the IM (network) as soon as possible so that remedial action can be taken.

G 2.1.1.5 Rationale: Staff working for railway group members on stations, in depots and those who carry out driving and dispatching of trains are often in the best place to see and report changes which may affect the sighting of signals or operational signs. These changes should be reported to the IM (network) as soon as possible to avoid the signal being involved in a SPAD due to sighting problems.

Guidance on Maintenance of Signal and Operational Sign Visibility

Extract from GE/RT8034

Section 2.1 Introduction

2.1.4 Where an IM or RU becomes aware of any structural design or construction work that is outside of its control, and has the potential to affect signal or operational sign visibility, it shall advise the IM (network) in writing.

- G 2.1.1.6 Rationale: While signals and operational signs should not be sited such that sighting needs to be done on a line of sight that passes outside of the railway boundary, new buildings, and extensions to old ones, may encroach on the sight lines even where the structure does not foul the railway boundary.
- G 2.1.1.7 Reflective glass can direct the sun's rays either into a driver's eyes or into the lens of a signal, thereby dazzling a driver, or giving rise to a phantom or washed out aspect.
- G 2.1.1.8 Submission of a written report enables the IM (network) to address the cause of the problem with the backing of the railway group member, and provides an auditable trail.

Extract from GE/RT8034

Section 2.1 Introduction

2.1.5 Where an IM (stations) is planning lighting alterations in the driver's line of sight of signals or operational signs, it shall advise the IM (network) in writing.

2.1.6 Where an IM or RU becomes aware of any lighting alterations that are outside of its control, and that have the potential to affect signal or operational sign visibility, it shall advise the IM (network) in writing of the alterations.

- G 2.1.1.9 Rationale: Trackside lighting can affect the visibility of signals; hence, changes to lighting should not be carried out until the possible impact has been assessed.
- G 2.1.1.10 Rationale: The positioning and type of lighting used on stations and on the outside of other buildings can have adverse effects on the readability of signals and operational signs and in some cases (such as low pressure sodium lights), can appear as signals when viewed at night from a distance.
- G 2.1.1.11 Poorly sited high-powered floodlights can adversely affect a driver's night vision.

Extract from GE/RT8034

Section 2.1 Introduction

2.1.7 The effect of emergency alterations on the visibility of signals or operational signs shall be assessed, by the IM making the change, as soon as reasonably practicable after the changes have been made.

- G 2.1.1.12 Rationale: Emergency work on stations may potentially cause changes to the visibility of signals and operational signs. IMs (stations) which need to carry out alterations at short notice to their buildings should, as soon as reasonably practicable after the alterations have taken place, carry out a risk assessment of the sighting of all affected signals, and the IM (network) advised immediately if there is any doubt as to the visibility of a signal or operational sign.
- G 2.1.1.13 Where the emergency work affects signal sighting, the IM (network) should introduce measures such as a temporary speed restriction or a restriction of aspects to reduce the SPAD risk.

Guidance on Maintenance of Signal and Operational Sign Visibility

G 2.2 Reporting and assessment process

Extract from GE/RT8034

Section 2.2 Reporting and assessment process

- 2.2.1 IMs and RUs shall report deficiencies and planned changes in signal and operational sign visibility to the IM (network), who shall co-ordinate all such reports. These reports shall include, but not be limited to:
- a) Changes that could affect the visibility of a signal or operational sign.
 - b) Train driver-observed defects other than those identified in GE/RT8000/S3.
And
 - c) Reports of deficiencies or potential deficiencies from other sources.

- G 2.2.1.1 Rationale: The IM (network) is the central contact point for all signal sighting and associated matters. This is to enable all reports to be processed and acted on efficiently.

Extract from GE/RT8034

Section 2.2 Reporting and assessment process

- 2.2.2 Each IM and RU shall co-ordinate their reporting such that the IM (network) receives reports from designated persons only.

- G 2.2.1.2 Rationale: There should be a single point of contact within each railway group member to reduce the potential for more than one report being generated. This also provides a single point of contact for responses from the IM (network).

Extract from GE/RT8034

Section 2.2 Reporting and assessment process

- 2.2.3 The IM (network) shall be responsible for co-ordinating the feedback on the acceptability of the visibility of the signal or operational sign, to the originating IM or RU.

- G 2.2.1.3 Rationale: The originator of the report should know that action has been taken and in what form. This is especially important where temporary arrangements have been made to mitigate the risk of a SPAD if permanent remedial action cannot be carried out immediately.

Extract from GE/RT8034

Section 2.2 Reporting and assessment process

- 2.2.4 The IM (network) shall ensure that copies of correspondence relating to reports of deficient visibility are passed to all RUs that operate over the affected line.

- G 2.2.1.4 Rationale: The IM (network) as the central reporting point should ensure that it keeps all railway group members advised of any known problems.

G 2.3 Signal or operational sign found to have a sighting defect

Extract from GE/RT8034

Section 2.3 Signal or operational sign found to have a sighting defect

- 2.3.1 Where a signal or operational sign requires unplanned remedial action to correct a sighting defect, which cannot be carried out immediately, then, where necessary, special measures shall be applied to control the risk, pending the implementation of the remedial actions.

- G 2.3.1.1 Rationale: If a signal or operational sign is found to have a sighting defect, the risk of a SPAD or a potential overspeed may be increased. To mitigate this risk, controls or procedures should be put in place until the problem has been rectified.

Guidance on Maintenance of Signal and Operational Sign Visibility

G 2.3.1.2 Possible mitigations against the increased risk of a SPAD include but are not limited to:

a) Imposing a speed restriction approaching the signal or sign.

And

b) Restricting the aspects of preceding signals or the signal directly involved.

Guidance on Maintenance of Signal and Operational Sign Visibility

Part 3 Application of this Document

3.1 Application - infrastructure managers

3.1.1 Scope

3.1.1.1 The requirements of this document apply to all existing signals and operational signs.

3.1.1.2 The requirements of this document apply to all work that affects the visibility of signals and operational signs.

3.1.1.3 Compliance with the requirements of this document relating to inspection, maintenance and in-service condition of infrastructure is mandatory, whether or not the infrastructure concerned is the subject of a designation, as set out above.

3.1.1.4 Any changes that are made which adversely affect signal sighting without following the requirements set out in 2.1.1 shall be corrected by the IM (network) or IM (stations) responsible for having undertaken the change.

3.1.2 Exclusions from scope

3.1.2.1 There are no exclusions from the scope specified in 3.1.1 for infrastructure managers.

3.1.3 General compliance date for infrastructure managers

3.1.3.1 This Railway Group Standard comes into force and is to be complied with from 07 December 2013.

3.1.3.2 After the compliance date or the date by which compliance is achieved if earlier, infrastructure managers are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, permission to comply with a specified alternative should be sought in accordance with the Railway Group Standards Code.

3.1.4 Exceptions to general compliance date

3.1.4.1 There are no exceptions to the general compliance date specified in 3.1.3 for infrastructure managers.

3.2 Application - railway undertakings

3.2.1 Scope

3.2.1.1 The requirements of this document apply to all work that affects signal and operational sign visibility whether new or modified.

3.2.1.2 The requirements of this document apply to all new and existing equipment used as signals or operational signs.

3.2.2 Exclusions from scope

3.2.2.1 There are no exclusions from the scope specified in 3.2.1 for railway undertakings.

3.2.3 General compliance date for railway undertakings

3.2.3.1 This Railway Group Standard comes into force and is to be complied with from 07 December 2013.

3.2.3.2 After the compliance date or the date by which compliance is achieved if earlier, railway undertakings are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, permission to comply with a specified alternative should be sought in accordance with the Railway Group Standards Code.

Guidance on Maintenance of Signal and Operational Sign Visibility

3.2.4 Exceptions to general compliance date

3.2.4.1 There are no exceptions to the general compliance date specified in 3.2.3 for railway undertakings.

3.3 Health and safety responsibilities

3.3.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

G 2.3.1.3 No guidance is associated with Part 3.

Guidance on Maintenance of Signal and Operational Sign Visibility

Definitions and Abbreviations

IM (network)

Infrastructure manager (network) is the person who: a) in relation to infrastructure other than a station is responsible for developing and maintaining that infrastructure and b) manages and uses that infrastructure or permits it to be used for the operation of a vehicle.

IM (stations)

Infrastructure manager (station) is the person who: a) in relation to a station is responsible for managing and operating that station and b) manages and uses that station or permits it to be used for the operation of a vehicle.

Operational signs

Signs used to convey movement authority or other information to drivers, in order that they can control their train correctly.

RU

Railway undertakings comprise passenger Train Operating Companies (TOCs) and Freight Train Operating Companies (FOCs).

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References

The Catalogue of Railway Group Standards gives the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

RGSC 01	Railway Group Standards Code
RGSC 02	Standards Manual

Documents referenced in the text

Railway Group Standards

GE/RT8000	Rule Book
GE/RT8034	Maintenance of Signal and Operational Sign Visibility
GE/RT8037	Signal Positioning and Visibility

Rail Industry Standard for the Maintenance of Signals and Operational Signs

Definitions

Relevant definitions are given in Annexes A and B, and are not reproduced here.

References

The Catalogue of Railway Group Standards give the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

RGSC 01	Railway Group Standards Code
RGSC 02	Standards Manual

Documents referenced in the text

Railway Group Standards

GEGN8034	Maintenance of Signals and Operational Signs
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RSSB documents

GEGN8634	Guidance on Maintenance of Signals and Operational Signs
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