MANAGING TEMPORARY SPEED RESTRICTIONS

Amanda South
Project Manager (Change), Plain Line LNE/EM
TSR Improvement - The Vision

To produce a strategy that eliminates the requirement to implement a temporary speed restriction following engineering work to replace plain line track.

During 2014/15 Plain Line LNE/EM imposed 691 days of temporary speed restrictions.

**What is it about?**

- Reducing the amount of time temporary speed restrictions are in track
- Handing back work sites to operational traffic with a higher temporary speed restriction (TSR)
- Removing the requirement for a temporary speed restriction following engineering work

**How – As is**

1. Engineering work takes place to replace the track
2. Operational railway restored with 50 mph TSR
3. Following 7 to 14 days track is tamped and the TSR removed
4. Following a further 2 to 3 weeks track is tamped again

**How – To be**

1. Engineering work takes place to replace the track
2. Operational railway restored with 80/125 mph TSR
3. Following 2 to 3 weeks track is tamped

During 2014/15 Plain Line LNE/EM imposed 691 days of temporary speed restrictions.
What is the engineering?

Ballast installation & compaction

Right first time installation
- Accuracy – 2D laser system
- Ballast material quantity – war on waste
- Challenging track geometry – hogs, sags and high cant
- Program time – what is the norm?
- Formation treatments
What is the engineering?

Ballast installation & compaction - Challenges
What is the engineering?

Getting the right kit & method

The options:
✓ DTS (AFM) and conventional tamper
✓ Tamper with DTS facility (09DTS)
✓ Additional compaction with triple whackers
✓ A combination on sites where there is a structure which is prohibited to DTS
What is the engineering?

Joint evolution

The joint hierarchy:
✓ Weld all joints if time permits – new to old
✓ Construct 80 mph temporary joints using 6 hole heavy duty plates, back-hole drilled, bolted and CBX

FROM THIS ………………………………

TO THIS ………………………………

............... TO THIS
✓ Good practice and learning:
✓ Use regular experienced manpower - upskilling
✓ Provide training to embed skills
✓ No clamped junction or stepped plates
✓ Watch the first train over in operational traffic
What is your program?

Time for quality

Mid-week opportunity

ALO opportunity

Full use of weekend core

DWWP float
Realise the benefits

- Reducing patrolling requirements
- Collaborative approach, contractor, RAM, Operations
- Joint resilience against temperature variation
- Operational resilience
- Reduction in tamper requirements
- Track quality
- TOC is achieved quicker
Continuous improvement

Kettering North Week 44

- Kettering North has passed QRSA with surplus float to accommodate
- Training and support from IP Track innovation commenced and ongoing
- Swietelsky 09DTS OTM secured to support 100 mph TSR
- Contractor teams fully on-board with trial outcomes
- Securing of equipment for CEN 60 joints complete
Realise the benefits

HEADLINE SUCCESSES

2015/16

- £1,535,000 Schedule 8 saving
- 1 Site handed back at 125 mph line speed
- 9 Sites handed back at 80 mph TSR
- 24 Sites with reduced TSR time in track

2015/16 TO WEEK 32

2016/17 to week 32, currently £296k schedule 8 saving

Remainder of 2016/17, potentially further £1,110k

TRACK QUALITY 2015/16 WEEK S 24-34

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OVERALL:
- NORTH
- SOUTH
- LNE
- EAST MIDLANDS

5-Dec-16 / 10
Plain Line LNE/EM

Tracks that leave a quality impression