AS 7631:2015

Australian STANDARD®

# Railway Infrastructure - Sighting

RISSB
RAIL INDUSTRY SAFETY AND STANDARDS BOARD

Infrastructure Standard

This Australian Standard® AS 7631 Railway Infrastructure - Sighting was prepared by a RISSB Development Group consisting of representatives from the following organisations:

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|---|---|---|
| Transport for NSW, | Rio Tinto | Brookfield Rail |
| CMT Solutions | ARTC | Opus Rail |
| Queensland Rail | Pacific National | |

The Standard was approved by the Development Group and the Infrastructure Standing Committee in November, 2015. On November 23, 2015 the RISSB Board approved the Standard for release.

This standard was issued for public consultation and was independently validated before being approved.

Development of the standard was undertaken in accordance with RISSB's accredited process. As part of the approval process, the Standing Committee verified that proper process was followed in developing the standard.

RISSB wishes to acknowledge the positive contribution of subject matter experts in the development of this standard. Their efforts ranged from membership of the Development Group through to individuals providing comment on a draft of the standard during the open review.

I commend this standard to the Australasian Rail Industry as it represents industry good practice and has been developed through a rigorous process.

Paul Daly
Chief Executive Officer
Rail Industry Safety and Standards Board

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**Railway Infrastructure - Sighting**

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# Document Control

## Identification

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| AS 7631:2015 Railway Infrastructure - Sighting |

## Document History

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# 1 Introduction

## 1.1 Purpose

This document is to provide a framework to assess the optimal sighting arrangements in order to minimise risks as a consequence of poor sighting on the railway network.

The documentation may be used to facilitate the optimisation of sighting and *perception-reaction* which are considered important safety factors in the mitigation of railway safety risks associated with:

(a) the occurrence of an exceedance of authority from incorrectly placed signs

(b) the occurrence of reading the incorrect sign, for example read-through and read-across errors

(c) railway and contract personnel working in the rail corridor

(d) authorised visitors to the corridor

(e) machinery and plant being used on the corridor.

While this standard was developed for AS 7631 compliance, the process can be used for compliance with any standards.

If applied as intended, the framework provided in this Standard will affect the implementation of the appropriate mitigation measures to overcome or minimise the safety risks associated with poor sighting arrangements; thereby increasing safety of operations and people.

## 1.2 Scope

This Standard covers rail networks as classified in AS 7630 Railway Infrastructure - Track Classification.

This Standard is not specifically intended to cover urban on-street tramway or light rail networks, cane railways, or heritage railways operating on private reservation, but items from this Standard may be applied to such systems as deemed appropriate by the relevant *Rail Infrastructure Manager*.

This Standard provides a number of environmental, physical and human factor considerations which will assist the *Rail Infrastructure Manager* in the understanding of sighting processing, constraints and requirements.

This Standard aims to provide a sound framework for the development and implementation of optimal sighting arrangements for all stimuli on the railway where it is critical that a person/s shall perceive, interpret and act upon a *stimulus* in a safe and controlled manner.

A *stimulus* can be a:

(a) sign

(b) signal

(c) intermittent hazard such as could occur on an unauthorised crossing of the railway, track workers, livestock on the track, etc.

Where appropriate this Standard is intended to be used in conjunction with:

(a) AS 7632 Railway Infrastructure - Signage

(b) AS 7721 Railway Signals, Indicators and Signage