OPERATIONS PROCEDURES

BOOM BARRIER

JUNCTIONS

PUBLIC TRANSPORT CORPORATION
TRAM AND BUS

GENERAL DESCRIPTION OF OPERATION OF BOOM BARRIER JUNCTIONS

Light rail boom barriers will commence operation at Ingles Street and Bridge Street on the Port Melbourne Light Rail line in late October.

The following sequence of events describes the operation of the boom barriers at these junctions:

- LRV CROSSES DETECTOR LOOP PRIOR TO JUNCTION
- TRAFFIC CONTROLLER STARTS LRV PHASE
- MOTOR TRAFFIC SIGNALS CHANGE TO RED
- BOOM BARRIERS ARE LOWERED
- LRV SIGNAL CHANGES TO WHITE "T"
- LRV CROSSES JUNCTION
- LRV CROSSES CANCEL DETECTOR
- LRV SIGNAL CHANGES TO YELLOW "T"
- LRV SIGNAL CHANGES TO RED "T"
- BOOM BARRIERS ARE RAISED
- MOTOR TRAFFIC SIGNALS CHANGE TO GREEN.

DRIVING PROCEDURES THROUGH BOOM BARRIER JUNCTIONS

1. Drivers should approach boom barrier crossings with a similar degree of caution as normal signalised junctions.
2. When approaching junctions at Ingles and Bridge Streets, reduce speed such that LRV is travelling at a maximum speed of 30 km/hr when passing the advisory speed sign.
3. LRV signals should change from a red "T" to a white "T" light.
4. During approach to junction should no white "T" be displayed, LRV's must come to a stop before the junction.
5. Drivers should also observe whether boom barriers are fully lowered prior to LRV entering the intersection. If booms do not fully lower drivers are to inform Fleet Operations.
6. Under conditions where one LRV has negotiated the junction and a second LRV is approaching the junction while facing a white "T", drivers should be prepared to stop should the white "T" change to a yellow "T". This situation can occur with an LRV detection failure.

DRIVING PROCEDURES AT BOOM BARRIER JUNCTIONS WITH BOOM BARRIER OR TRAFFIC SIGNAL FAULT

FAULT CONDITION
LRV LIGHTS FLASH YELLOW T

LRV's must come to compulsory stop should they be facing a flashing yellow "T" at these junctions.

Drivers will then observe crossing motor traffic and proceed across junction when safe to do so.

Drivers should notify Fleet Operations at earliest opportunity of the fault.

CAUTION:

THIS FLASHING LIGHT SITUATION CAN OCCUR WITH TRAFFIC CONTROLLER FAULTS. IF THE BOOM BARRIERS ARE DOWN WHEN LIGHTS COMMENCE FLASHING YELLOW, THE BOOMS WILL AUTOMATICALLY RAISE TO THE UP POSITION AFTER APPROXIMATELY 25 SECONDS.

DRIVING PROCEDURES AT BOOM BARRIER JUNCTIONS WITH BOOM BARRIER OR TRAFFIC SIGNAL FAULT

LRV LIGHTS ARE OFF

LRV's must come to a compulsory stop at the junction should a blank tram signal be displayed.

Drivers will then observe crossing motor traffic and proceed across junction when safe to do so.

Drivers should notify Fleet Operations at earliest opportunity of the fault.

CAUTION:

THE LIGHTS OFF SITUATION CAN OCCUR WITH THE LOSS OF THE LOCAL 240 VOLT SUPPLY TO THE TRAFFIC CONTROLLER. IN THIS SITUATION THE BOOM BARRIERS WILL REMAIN IN THEIR POSITION PRIOR TO THE POWER FAILURE, I.E. EITHER UP OR DOWN.

START UP LIGHT SEQUENCES AFTER FAULT AT BOOM BARRIER JUNCTIONS

LRV Lights flash yellow "T"

i) LRV faces flashing yellow signal
ii) Fault situation rectified
iii) Red signals will be displayed for all directions
iv) System resumes normal operation

Note: *If the boom barriers have been locked in the upright position as a result of the fault condition, the traffic signals will not resume normal operation until the barriers have been unlocked.*

LRV Lights off

i) LRV faces blank signal
ii) Fault situation rectified
iii) Lights flash amber in all directions
iv) Red will be displayed all directions
v) System resumes normal operation