

Operation of Trams and Light Rail or Metro Vehicles Over Railtrack Controlled Infrastructure

Synopsis

This document provides guidance for Train Operators, Station Operators and Railtrack Line in a situation where trams, light rail or metro vehicles operate through services from other administrations onto Railtrack controlled infrastructure.

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Railway Group Guidance Note
GE/GN8502
Issue One
Date February 1999
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Part A

Issue Record

This Standard will be updated when necessary by distribution of a complete replacement.

Amended or additional parts of revised pages will be marked by a vertical black line in the adjacent margin.

Issue	Date	Comments
1	February 1999	Original Document

Application

This Guidance Note sets out the approach to be followed by all Railway Group Members when it is proposed to operate trams, light rail or metro vehicles on Railtrack controlled infrastructure.

Health and Safety Responsibilities

In issuing this Guidance Note, Railtrack PLC makes no warranties, express or implied, that compliance with all or any Railway Group Guidance Note or Standards is sufficient on its own to ensure safe systems of work or operation. Each user is reminded of its own responsibilities to ensure health and safety at work and its individual duties under health and safety legislation.

Supply

Controlled and uncontrolled copies of this Guidance Note may be obtained from the Industry Safety Liaison Dept, Safety and Standards Directorate, Railtrack PLC, Railtrack House DP01, Euston Square, London, NW1 2EE.

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Part B

1 Purpose

To provide guidance on risk controls in a situation where Light Vehicles (LVs) work through from other administrations onto Railtrack controlled infrastructure and where the need for compatibility with different infrastructure / operating practices means that it is not reasonably practicable to adopt in full the technical and operating practices which normally apply for operation of vehicles on Railtrack controlled infrastructure.

2 Scope

This Guidance Note applies to operations on Railtrack controlled infrastructure only. It does not address safety of operations on infrastructure for which Railtrack is not the infrastructure controller.

It applies only to operations where there is through running of LVs from another administration onto Railtrack controlled infrastructure, and covers operation of both the passenger carrying vehicles and any associated service vehicles built to similar standards.

It applies to routes where such operations are introduced after 3 April 1999. It does not apply retrospectively to existing operations.

It does not apply to international services through the Channel Tunnel.

It addresses safety issues which are particular to the operation of LVs. There are many other issues which are common to LVs and HVs, such as the generation of interference currents which may adversely affect signalling and telecommunications. These are not covered in this guidance, other than in general terms as part of the section on Acceptance Procedures.

3 Definitions

Common Section of Route

One where LVs and HVs operate over the same tracks or over tracks which are so close together that the swept envelopes of the vehicles overlap or have insufficient clearances between them to meet the requirements of HSE Railway Safety Principles and Guidance.

Exclusive Running

Operation where, for nominated periods of time, the Common Section of Route is dedicated either to LVs or to HVs.

Heavy Rail Route

One on which HVs operate.

Heavy Vehicle (HV)

A rail vehicle which operates on Railtrack controlled infrastructure and which is not an LV.

Light Vehicle (LV)

A Tram, or a Metro or other Light Rail Vehicle or an associated service vehicle built to similar standards for which exemption from one or more of the Railway Group Standards requirements applicable to HVs has been claimed, as permitted by [GM/RT2452](#).

Light Rail Route

One on which LVs operate.

Limited Exclusive Running

Exclusive Running where Light Rail Routes and Heavy Rail Routes cross or are interlaced or merge for a short distance, but where the method of operating is such that a maximum of one train can occupy each track of the Common Section of Route at any given time.

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Metro or other Light Rail Vehicle

A vehicle which operates on a railway network having different infrastructure characteristics and / or operating standards from those of Railtrack.

Mixed Running

Train operation where LVs and HVs are interspersed on the Common Section of Route.

Parallel Running

Train Operation where the Light Rail Route and the Heavy Rail Route are totally separate and the Light Rail Route is part of Railtrack controlled infrastructure at discrete points only, for example as a result of the need for Railtrack to control a common level crossing.

Tram

A flange guided rail vehicle designed to operate wholly or partly on a street tramway.

4 Associated Guidance

Guidance on tramways, and hence in some cases on operations for which there is through running between other administrations and Railtrack controlled infrastructure, is given in Railway Safety Principles and Guidance (Part 2 Section G "Guidance on Tramways") published by HSE.

5 Acceptance Procedure

5.1 General Context

Operators of trains and stations on Railtrack controlled infrastructure are normally required to have a Railway Safety Case accepted by Railtrack in accordance with the Railways (Safety Case) Regulations 1994. The Railway Safety Case should describe the operation proposed, identify the risks which it presents to the safe operation of Railtrack controlled infrastructure, the control measures to reduce those risks so far as is reasonably practicable and the safety management system to deliver them. Further guidance on the processes involved is contained in [GA/RC6503](#), 6504 and 6505.

Many of the risk areas which need to be encompassed in a Railway Safety Case are covered by Railway Group Standards. These contain requirements with which compliance is mandatory for all duty holders of Railway Safety Cases. In view of the importance of establishing clear technical requirements and operating procedures for vehicles as part of a Railway Safety Case, specific process requirements for vehicle acceptance are laid down in Railway Group Standard [GO/RT3270](#). The process of Route Acceptance described in that document requires the presentation to Railtrack's Rolling Stock Acceptance Board (RSAB) of a Route Acceptance Safety Case in which it must be demonstrated that the vehicle is intrinsically well engineered, that all issues of compatibility with the infrastructure have been addressed and that a suitable operating regime has been established such that the risks directly associated with vehicle operation have been reduced to a level which is as low as reasonably practicable.

The acceptance of the Route Acceptance Safety Case by RSAB is confirmed by issue to the Train Operator of a Certificate of Authority to Operate. This is a condition of its Railway Safety Case for operation of those vehicles which, in addition to the vehicle related issues, would normally address such issues as staff competence, requirements relating to the control of drugs and alcohol usage etc.

Within the scope of a Route Acceptance Safety Case there are many risk areas which are covered by Railway Group Standards. These are largely concerned with the intrinsic behaviour of the vehicle and its compatibility with those aspects of the infrastructure which are standard throughout the system. The requirement is that vehicles must be compliant with all these Railway Group Standards.