



GEGN8502 Issue Two Operation of Urban Rail Vehicles on or adjacent to GB Mainline Infrastructure

Background

The operation of urban rail vehicles on the GB mainline network provides opportunities for the cost-effective expansion of rail services, for example by:

- a) The extension of existing urban rail services beyond their dedicated network;
- b) The linking of heavy rail stations with services to locations on an urban rail network;
- c) The reinstatement of unused lines on the GB mainline network using urban rail vehicles at lower cost compared to heavy rail vehicles.

What is it about?

GEGN8502 helps to provide an understanding of the current GB legal framework and the differences between urban rail and the mainline railway. The guidance note identifies and provides understanding towards some of the potential technical compatibility challenges of integrating urban rail vehicles onto or adjacent to the mainline. GEGN8502 covers areas such as operations, energy, movement authority and station and platform design considerations to assist operators in their safety management system.

What has changed?

Since its first publication in February 1999, GEGN8502 has become outdated due to changes in GB legislation, rail standards, and new processes of acceptance and safe integration. These factors, along with major rail industry changes and the UK's exit from the EU, necessitated updates. For instance, the Technical Specifications for

Interoperability (TSI) have been replaced by National Technical Specification Notices (NTSNs). GEGN8502 Issue two now includes additional guidance on operations, energy, movement authorities, station and platform design, as well as new guidance on cyber security, stations, remote condition monitoring (RCM), and mobile applications.

What are the benefits?

Providing up-to-date guidance for those introducing or operating non-mainline rail vehicles, ensuring that measures are appropriate and proportionate, will help to prevent claims of standards or regulations resulting in 'gold plating' of products or, in extreme cases, transport schemes being shelved due to overly onerous requirements or obligations in legislation.

Issue two of GEGN8502 provides updated guidance to support the design process for non-mainline vehicles used on or adjacent to the mainline railway. It will aid stakeholders in introducing and operating non-mainline rail vehicles safely and in line with their legal obligations and reduce the risk of inadvertent non-compliance.

Who is it for?

The revised guidance in the guidance note will help light rail, metro, tram-train, trams and very light rail operators, infrastructure managers and project entities to have a clearer understanding of what they might consider in seizing economic and social opportunities in connecting people to heavy rail access or providing benefits to local communities across routes that this might bring.