

Rail Safety Regulations 1999 – Support to NR in Application for Exemption for Paddington 0-12 MP



CASE STUDY

Overview of Deliverables:

Vertex have assisted Network Rail in gaining a second Railway Safety Regulations 1999 (RSR 1999) exemption caused by the introduction of non-ATP trains in the Paddington-Airport Jn area. This exemption became necessary due to the anticipated delay in commissioning ETCS train protection in this area and the introduction of Crossrail and other stock lacking GW-ATP.

Vertex have provided optioneering and qualitative assessment of options for the provision of train protection or alternative mitigations in the area and supported the wider submission of the exemption request to the ORR.

Vertex had previously supported NR in gaining an acceptance for enhanced TPWS as a mitigation for loss of GW-ATP train protection in the same area.

Deliverables Included:

- Convening an Options workshop involving all relevant parties – NR, operators and safety specialists
- Options Identification of potential means of providing train protection

CASE STUDY

RSR 1999 Exemption- ETCS delay, Paddington 0-12MP



or similar mitigations to enable compliance with RSR 1999, as well as other options requiring an exemption

- Options Analysis to determine the impact of each option under a variety of timetabling considerations for a variety of factors including non-quantifiable safety benefits, broad costs and impact to all affected parties
- Support to NR in preparing deliverables submitted to the ORR

Technical competencies applied in the delivery of the contract

- Analysis of complex rail environment, including uncertainties inherent to predicting numbers and types of rolling stock in future timetables
- Provision of technical reports clearly setting out the process followed, findings and conclusions
- Working to tight deadlines with multiple stakeholders

Programme start and completion dates

November 2018 – March 2019

Resources Utilised

Vertex utilised its team of Railway Systems and Safety Engineers and Project Managers for this project. Combined rail experience of the team exceeded 60 years (3 persons) and included those who had worked on the previous RSR 1999 exemption in 2014.

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