

RSSB

Certificate of Derogation from a Railway Group Standard

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Derogation

Deviation Number: **10/110/DGN**

2. Details of applicant:

Network Rail (Investment Projects),
40 Melton Street, London NW1 2EE

5th Floor, Desk 19,

3. Your reference number:

Tracker No. 7666

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Stansted Mountfitchet Station, Platforms 1 and 2 – Horizontal track alignment through station platforms.

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GI/RT7016	Three	December 2009	Interface between Station Platforms, Track and Trains

6b. RGS clause(s):

2.1.2

6c. RGS clause requirements:

“2.1.2 Station platforms shall not be located on horizontal curves with radii less than 1000 m. Before station platforms are located on curved track, consideration shall be given to the following:

- a) Train to platform stepping distances, taking the types of train likely to call at the platform into account
- b) Visibility (either direct, by means of CCTV screens, or by mirrors) along the length of trains for train crew and station staff responsible for dispatching trains.”

7. Scope of deviation:

Stansted Mountfitchet Station is located on the Cambridge to London line (ELR: BGK) at track mileage 33m 28ch. The radii of the 82.5m and 84.1m platform extensions will be between 939m and 950m.

8. Impacts of complying with the current RGS requirement:

The track radius through the existing platforms at Stansted Mountfitchet varies between 950m and 1020m. The Up platform is to be extended by 84.1m and the Down platform by 82.5m. The extension will be undertaken at the London end because the location of Church Road level crossing precludes work at the country end. The minimum track radii through the London end of the proposed platform extensions are 939.7m on the Down line and 950m on the Up line.

The proposed new extensions will have compliant stepping distances.

Twelve-car trains will be despatched using DOO with additional cameras / DOO monitors being installed.

9. Proposed alternative actions:

None required.

10. Impacts of the alternative actions:

The proposed platform extensions will be designed to comply with both minimum platform clearances and maximum stepping distances.

The curved platform will not have detrimental effect on sighting for train dispatch because DOO is utilised at this station when 12-car trains are used.

Passenger Safety will not be affected by these proposals.

11. What other options have been considered?

Options to achieve a compliant radius include:

- Flatten existing 950m/1020m curve through station; this would require partial demolition and reconstruction of the existing station platforms.
- Flatten existing 939.7m and 950m curve over length of platform extensions; this would require partial demolition of existing platforms over the length of the transition, track slews and possible relocation of track side infrastructure.

The cost of these options cannot be justified.

12. Consultation with affected parties

NXEA Trains and Network Rail are seeking to provide additional platform capacity to accommodate the projected passenger increase and the longer train formations currently in use.

13. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

Attachments:

- National Express East Anglia's letter of support dated 24/06/2010
- Stanstead Mountfitchet – Platform Radius derogation HAZOP assessment

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Head of Civil Engineering

Date of application:

23/06/2010

17. Status in respect of National Technical Rules:

GI/RT7016 is currently on the list of National Technical Rules under the

- Infrastructure Conventional Rail TSIs
- Persons with Reduced Mobility (PRM) Conventional Rail TSI

18. Status in respect of National Safety Rules:

GI/RT7016 is not on the list of the proposed National safety Rules under the Conventional or High Speed Rail TSIs.

19. Lead Standards Committee details:

Name of Committee:	Date of meeting	Minute reference:
Infrastructure	14/07/2010	10/INS/07/117

Authorised by:	Date of Authorisation:
Signed by Cliff Cork on 27/08/2010	27/08/2010

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock