



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: **12/104/DGN**

2. Details of applicant:

London Overground Rail Operations Ltd, Overground House, 125 Finchley Road,
London NW3 6HY

3. Your reference number:

N/A

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Hackney Central station, Platform 2 – extension of existing ticket hall along same plane to allow gate line extension.

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

RGS Number:	Issue No:	Issue Date:	Title:
GI/RT7016	Four	September 2010	Interface between Station Platforms, Track and Trains

6b. RGS clause(s):

6.2

6c. RGS clause requirements:

“6.2.2 New buildings and structures, and alterations to existing buildings and structures, shall be located to provide the following minimum distances to the platform edge:

- a) 3000 mm where the permissible or enhanced permissible speed on the line adjacent to the platform exceeds 100 mph (165 km/h)
- b) 2500 mm at other platforms”.

7. Scope of deviation:

This non-compliance relates to horizontal clearance between the platform edge and an extension to the existing building on Platform 2 at Hackney Central station. The existing building is to be extended on the same plane to enable the installation of an extended ATG gate line. The extension runs parallel to the platform and does not encroach further towards the platform edge than the existing building. The extended ticket hall and ATG array will ease crowding significantly and improve passenger flows around the station.

8. Impacts of complying with the current RGS requirement:

Complying with the existing RGS requirement will make it impossible to install the urgently required ATG extension without demolishing the existing wall interfacing with the platform, which would result in the footprint of the ticket hall being reduced and therefore worsening the overcrowding which is currently witnessed on a frequent basis. Crowding will be further worsened by the Access for All lift installation which is currently taking place at the station and which will encourage additional mobility-impaired customers to use an already crowded ticket hall.

9. Proposed alternative actions:

In addition to the increased width of the primary ATG exit, the scheme will introduce an additional mitigation of an additional means of escape with the existing side gate being brought into use as an emergency gate on a magnetic lock linked to the gate line EMO.

10. Impacts of the alternative actions:

The risk assessment undertaken by the LOROL Safety team identified that the current escape rates from the station are as follows:

Before ATG Installation		
Booking Hall	1650m wide	132 persons per minute
Total: 132ppm, or 6.76 minutes for 892 passengers (Crush Loaded 378 Capitalstar)		

In the worst case scenario of the evacuation of a crush-loaded four-car train, the station can be evacuated in 6.76 minutes.

The installation of the new extended gateline (which will be open first to last service) will introduce an additional means of escape with the existing side gate being brought into use as an emergency gate (on magnetic locking linked to the gateline EMO).

Calculation of time it would take to evacuate a crush-loaded four-car train with the new layout is demonstrated as follows:

After ATG Installation		
Booking Hall	1650mm wide	132 persons per minute
Platform 1 Side Gate	1200mm wide	96 persons per minute
Total: 228ppm, or 3.91 minutes 892 passengers (Crush Loaded 378 Capitalstar)		

Therefore, the introduction of the new gating array will have no negative effect on the evacuation from the station and will in fact improve evacuation times from those currently achievable.

11. What other options have been considered?

Consideration has been given to removing the existing non-compliant ticket hall wall and rebuilding in a compliant position. This was deemed unsatisfactory due to the reduction in ticket hall footprint that this would result in.

12. Consultation with affected parties

Affected parties have been consulted through Station Change and all parties have written, stating that they have no comment on the change.

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:

- Landlord's Consent dated 07/02/2012
- Risk Assessment on the Operation of Automatic Ticket Gates at Hackney Central Railway Station
- Drawings Ref. 5346(01)01, 5346(02)01 and 5346(02)02 of existing and proposed schemes.

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Senior Infrastructure and Projects Manager

Date of application:

02/07/2012

17. Lead Standards Committee details:

Name of Committee:

Infrastructure

Date of meeting

14/11/2012

Minute reference:

12/INS/11/218

Authorised by:

Signed by Cliff Cork on 12/12/2012

Date of Authorisation:

12/12/2012

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock