



Certificate of Temporary Non-compliance with a Railway Group Standard

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

1. Type of deviation

Temporary non-compliance

Deviation Number: **12/186/TNC**

2. Details of applicant:

Project Manager, Southern Railway, Go-Ahead House, 26-28 Addiscombe Road, Croydon, Surrey CR9 5GA

3. Your reference number:

N/A

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Ashtead Station platform 2 – Temporary hoardings, clearance to platform edge.

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):

7.2.1

6c. RGS clause requirements:

“7.2 New single face platforms

7.2.1 The usable width of a new single face platform shall be nowhere less than:

- 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 temporary non-compliance relates to horizontal clearance between the platform edge and construction hoardings on London End Platform 2 at Ashtead Station between 16m 17ch (approximately grid line J) – to 16 m 18 ½ ch (approximately grid line A). 33.0 m in total.

8. Impacts of complying with the current RGS requirement:

The current width of the operational northern east end of platform 2 is 3500 mm over a length of approximately 203 m. Currently, the rear half of the last carriage of an eight-car train stops against this section of platform. By placing the hoarding from existing footbridge (13/18AB) to London End of platform two, the platform width will be reduced to 2000 mm for a further 33 m to the end of platform two (LE).

The site hoarding is required to enable construction works on Platform 2 to be delivered safely and to programme (see marked up drawing Proposed Site Setting Out Plan 1036900-AHD-EAR-DRG- 1053-01-145 Rev.F and marked up photographs attached).

The proposed hoarding layout will be placed in stages, to allow the following works on platform 2 to take place:

- Removal the existing platform fencing marginally (this impact will be minimal). Platform width 2500 mm.
- Piling works and construction of ground slab. This would mean a platform width of 2000 mm over a hoarded length of approximately 33 m. This will be erected in November 2012.
- Installation of steel columns; Platform width 2000 mm along a length of approximately 33 m. (Note: hoarding will not interfere with existing 13/18AB station footbridge). This will be undertaken in December 2012.
- Installation of canopy steel work. Installation of roof, fascia and soffit on platform 2:
 - o Scaffold platform will be erected to undertake the roofing works and installation of soffit and fascia to upper canopy.
 - o Alternative scaffold solution: two platform options have been considered at the temporary design stage and the current solution provide minimum 0.75 m platform for installation works. A reduction in the platform space for passengers would not prevent these works being allowed to be carried out, except during possessions. To carry out the works in a safe and controlled manner, sufficient working space is required and this has been minimised.
 - o The lower canopy columns, roofing works and installation of soffit and fascia to lower canopy will be carry out using GRP towers during the line blockage.
 - o Early completion of roofing works allows the relocating of hoarding from 2000 mm from platform edge to 2500 mm to provide more platform area for passenger use. Installation to be carried out in a non-passenger facing area, segregating them from the construction activities and reducing risk to the project.

9. Proposed alternative actions:

The mitigating measures that are proposed to be put in place to manage risks to A.L.A.R.P include:

1. The platform will be monitored by CCTV and platform staff. Additional Southern Rail staffs are in attendance at the station to guide and direct passengers (particularly during peak periods).
2. The locations of existing CCTV monitoring equipment will be adjusted as necessary so that the hoarding installations do not create any blind spots in monitoring of the platforms.
3. Any existing station signage or MET equipment masked by the hoarding will be relocated on to it.
4. Hoardings will be smooth faced (without projections) with blocked colour painted surfaces. Customer facing hoardings will be regularly inspected, cleaned and maintained in good condition.
5. Extra station announcements will be made to warn passengers of the platform restriction.

10. Impacts of the alternative actions:

The proposed actions are considered reasonable since the decrease in platform width is limited to 500 mm below the required width and the effects to passengers, station staff and maintainers will be mitigated using the management methods outlined.

A pedestrian assessment using the general approach outlined in Station Capacity Assessment Guidance (SCAG) is deemed unnecessary since the hoarding will only affect the rear carriage of each train that stops at the station which will not adversely impact pedestrian flow and with no impact on passenger congestion. During the construction period, these areas will be monitored within the crowd management of the station, particularly during periods of service perturbation.

In providing the hoarding to the platforms, reference was also made to the “Guidance on Station Platform Geometry - GI/GN7616 issue one, dated December 2010. This document acts as the Rail Industry Guidance Note for the Railway Group Standard GI/RT7016 - Interface between Station Platforms, Track and Trains. Reference is made to carrying out construction work behind temporary hoardings in sections GN69, 70, 71, 72 and 73.

GN69 suggests that in some cases, temporary hoarding can be positioned closer to the platform edge than the recommended distances, while GN71 gives advice on how close and over what length this can be placed. GN72 give advice on additional mitigation that have been employed where such temporary non-compliant hoardings have been erected.

- GN69 When carrying out modifications to existing platforms or installing new access arrangements, for example new stairs or lifts, it is often necessary to carry out the work behind a temporary hoarding. The constraints of the platform could necessitate that the hoarding is positioned closer to the platform edge than the minimum dimensions required by 6.2.2 of GI/RT7016.
- GN71 For platforms where the permissible or enhanced permissible speed on the adjacent line is less than or equal to 100 mph (165 km/h), the temporary hoardings have typically been installed as follows:
 - a) Length of hoarding not greater than 10 m
 - b) Minimum distance of hoarding to platform edge not less than 2000 mm – being adopted in this situation
 - c) Hoarding is smooth (that is no recesses or corners for people or luggage to become caught).
- GN72 The additional mitigations that have been implemented at platforms where such temporary non-compliant hoardings have been erected have included:
 - a) Additional signage
 - b) Extra lighting
 - c) Utilisation of platform staff during periods of peak travel activity
 - d) Additional station announcements
 - e) Enhanced monitoring during periods of peak travel activity.

11. What other options have been considered?

The possession working option has been considered as an alternative to proposed sequence and excluded. The reasons for exclusion of this option are: an increased duration which will increase the impact on stakeholders and short durations of available possessions. Due to the nature of the works, it has been determined that they cannot be safely and efficiently achieved within these narrow time windows.

The station is physically constrained by its existing structures, and a balance must be struck between the construction modifications that are carried out by the project and the width and headroom of the platforms available to these passengers during the construction phase.

The works must be carried out in a safe and controlled environment, maintaining clear segregation between the passengers and staff operation staff, and the construction works.

The use of hoardings is the best way that this can be achieved.

12. Consultation with affected parties

Station Change has been received following consultation with Network Rail, South West Trains, and applicable FOCs.

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:

- Network Rail’s conditional consent for the works at Ashtead dated 22/02/2012
- Ashtead Station Phase 2 Numerical Risk Assessment Bi, 19 dated October 2012
- Stagecoach South Western’s Trains’ email dated 16/11/2012 supporting the risk assessment
- Photographs relating to hoarding layout: Picture of Platform 2 from Country End, Picture of Platform 2 from London End and Picture of Platform 2 from platform 1
- Marked up drawing Proposed Site Setting Out Plan 1036900-AHD-EAR-DRG- 1053-01-145 Rev.F, Ashtead Station Platform Hoarding

- Drawing Ref. 12-090 Ashtead – Hoarding on Platform 2, Best Achievable Option
- Signals location, Ashtead
- Statement of intent, Ashtead.

14. Method of elimination:

Compliance cannot be achieved due to the aforementioned enabling works required for the construction of the permanent works, hence the application for a temporary non-compliance.

Hoardings will be in position for approximately nine months. As the works progress, every effort will be made to reduce this period and any impact to the passenger experience.

15. Start and end date:

From 25/11/2012 to 16/07/2013

16. Signature of applicant:

Southern Railway

Date of application:

10/10/2012

17. Lead Standards Committee details:

Name of Committee:

Infrastructure

Date of meeting

14/11/2012

Minute reference:

12/INS/11/206

Authorised by:

Signed by Cliff Cork on 23/11/2012

Date of Authorisation:

23/11/2012

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock