



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: 12/193/DGN

2. Details of applicant:

, Network Rail (Investment Projects), C/O
Desk 054, Elder Gate, Milton Keynes, MK9 1EN

, The Quadrant: MK, Furzton, Floor 3,

3. Your reference number:

Tracker No. 11526

4. Status of applicant:

Infrastructure Manager, RSSB Member.

5. Title of certificate:

Kew Bridge Station Platform 2.

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):

7.2.1b

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:

...

b) 2500 mm at other platforms".

7. Scope of deviation:

Kew Bridge Station Platform 2.

8. Impacts of complying with the current RGS requirement:

Kew Bridge Station Platform 2: The new 38 m long platform extension cannot be constructed to 2500 mm width. A reduction to 2400 mm is required.

Extension abuts Network Rail boundary. More detailed topographical survey has revealed there is insufficient width i.e. Network Rail does not own enough land to be compliant.

9. Proposed alternative actions:

N/A

10. Impacts of the alternative actions:

Low risk. The country end of the platform (where the extension is located) is lightly used as passengers tend to join or alight nearer the exit which is at the London end. The waiting shelter and customer information screen are also near the entrance.

The extension only takes two cars of a train set hence footfall will be low in the area of non-compliance. The reduced width is only 100 mm less than the minimum width of 2500mm and is marginal.

11. What other options have been considered?

Due to land ownership issues the reduced width extension is the only viable option.

12. Consultation with affected parties

South West Trains have confirmed their acceptance.

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.

The holder of the certificate is responsible for checking that the original assumptions and conclusions contained in the deviation certificate remain valid whenever any material changes occur. If the conditions of the deviation certificate change, the deviation will no longer be valid. In these circumstances, the holder of the deviation certificate may consider applying for a new deviation.

Time-limited deviations will be closed on the expiry date. However, please let us know if you no longer require your non-time limited deviation certificate so that we may close it also.

Attachments:

- South West Trains' detailed letter of support dated 29/05/2014;
- South West Trains' letter of support dated 19/10/2012;
- Drawing Ref. 119799-DRG-PS37-101 Rev C03: Kew Bridge Platform 1 & 2 Extension – Civils General Arrangement;
- Network Rail / South West Trains report dated 19/10/2012: Wessex 10 Car Platform Extensions – Kew Bridge.

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

, Head of Civil Engineering

Date of application:

23/10/2012

17. Lead Standards Committee details:**Name of Committee:**

Infrastructure

Date of meeting

14/11/2012

Minute reference:

12/INS/11/209

Authorised by:

Signed by Cliff Cork on 13/06/2014

Date of Authorisation:

13/06/2014

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock