



## 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

Deviation Number: **12/196/TNC**

Temporary non-compliance

### 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:

Hassocks Station platform 1 – 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 b)

### 6c. RGS clause requirements:

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

- a) 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 Country End Platform 1 (UP) at Hassocks Station between 43 m 43 ½ ch (approximate grid line A) – to 43 m 42 ch (approximate grid line j). 33.0 m in total.

### 8. Impacts of complying with the current RGS requirement:

The current width of the operational east end of platform 1 (UP) is 3800 mm over a length of approximately 274m. Currently, the last two carriages of a twelve-car train stops against this section of platform. By placing the hoarding from LE of existing station building to Country End of platform one, the platform width will be reduced to 2200 mm for 33 m, then increased to 2500 mm for 20.0 m to the end of platform one (CE) and tied in to the existing platform wall. The reduction of platform area for construction works only affects the twelve-car trains which run during the morning peak.

Height of the hoarding will be approximately 2.4 m above platform level and will not obscure the platform ending signal T384 from distance.

The platform entry / exit is located further up on (UP) platform next to the gate line and will not be affected by reduction of platform /hoarding.

The site hoarding is required to enable construction works on Platform 1 (UP) to be delivered safely and to programme (see marked up drawing Proposed Site Setting Out Plan 1036900-HSK-EAR-DRG- 1053-01-104 Rev. F and marked up photographs attached).

The proposed hoarding layout will be placed in stages, to allow the following works on platform 1 to take place:

- Removal the existing platform fencing marginally (this impact will be minimal). Platform width 2500 mm.
- Demolition works and construction of ground slab. This would mean a platform width of 2200 mm over a hoarded length of approximately 33 m. This will be erected in November 2012.
- Installation of steel columns; Platform width 2200 mm along a length of approximately 33 m. (Note: Hoarding will not interfere with existing platform exit, scaffold walkway will be constructed). The width of the emergency entrance will be maintained to match the existing gate dimensions (1.5 m wide). The existing sign (Hassocks) and posts will be removed from platform. This will be undertaken in December 2012.
- Installation of canopy steel work. Installation of roof, fascia and soffit on platform 1 (UP):
  - 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 works design stage and the current solution provides minimum 0.75 m platform for installation works is best achievable.  
A reduction in the platform space for passengers would not prevent these works being allowed to be carried out in normal hours.  
To carry out the works in a safe and controlled manner, sufficient working space is required and this has been minimised using scaffold platform erected within working area.
  - o The lower canopy columns, roofing works and installation of soffit and fascia to lower canopy will be carry out using GRP towers within platform hoarding, 2200 mm from platform edge.
  - o Early completion of roofing works allows the relocating of hoarding from 2200 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.
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 300 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 carriages 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

Discussions have been held with the Train Operators (Southern Rail and First Capital Connect) concerning these works. Station change has been granted which includes a level of consultation.

## 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 Hassocks dated 22/02/2012
- First Capital Connect’s support email dated 22/11/2012
- Hassocks Station Platform 1 Numerical Risk Assessment No. 20 dated October 2012
- Photographs relating to hoarding layout: Picture of Platform 1 from Country End, Picture of Platform 1 from London End and Picture of Platform 1 from platform 2

- Marked up drawing Proposed Site Setting Out Plan 1036900-HSK-EAR-DRG- 1053-01-104 Rev.F, Hassocks Station Platform Hoarding
- Drawing Ref. 12-091.02G – 003 Rev. B – Platform hoarding, Hassocks
- Statement of intent, Hassocks.

**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 seven 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:**

24/10/2012

**17. Lead Standards Committee details:**

**Name of Committee:**

Infrastructure

**Date of meeting**

14/11/2012

**Minute reference:**

12/INS/11/212

**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