



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: **12/199/TNC**

2. Details of applicant:

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

The Quadrant: MK, Furzton, Floor 3,

3. Your reference number:

Tracker No. 11611

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Gatwick Airport Station Platform 5 and 6 – reduced platform widths.

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

RGS Number:	Issue No:	Issue Date:	Title:
GI/RT7016	Four	September 2012	Interface between Station Platforms, Track and Trains

6b. RGS clause(s):

6.2.1 and 6.2.2

6c. RGS clause requirements:

“6.2.1 Buildings and structures, including supports to station roofs, platform canopies and any associated barriers that protect structures from impact, shall not unduly restrict the movement of passengers.

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:

Location: Gatwick Airport Station Platform 5 and 6.

Equipment: Buildings and Structures on Platforms.

8. Impacts of complying with the current RGS requirement:

An escalator is to be installed from the Gatwick Station concourse to Platform 5/6. This is to improve the vertical circulation.

The escalator pit will be sited in the location of an existing column that provides support to a Gatwick Airport footbridge. This column is to be replaced with a structural steel portal founded on substructure formed of a new piled ground beam.

The temporary non-compliance is required between October 2012 to January 2013 in order to provide a construction site compound for the installation of the substructure.

The hoarding for the site compound will be 11 m in length and provide not less than 2 m minimum platform width on platform 5 and 6.

9. Proposed alternative actions:

The following measures will be in place to control the risk:

- a) 2.0 m minimum height hoarding and Herras fencing to protect passengers from the work site. The hoarding will be regularly inspected, cleaned and maintained in good condition, and checked upon completion of all shifts prior to leaving site.
- b) Yellow hatching painted on the platform.
- c) Signage to be placed on hoardings at eye level instructing passengers to move along the platform.
- d) Manual announcements being made regularly to instruct passengers to move along the platform and keep hatched area clear.
- e) Train Dispatch staff to instruct passengers to keep the area clear as they await the arrival of trains into the platform.
- f) Passengers boarding trains will be assisted by a member of platform staff and will board at a point that is easier to access.
- g) Other Southern stations to be advised not to place wheelchair bound passengers in section of the train that will stop adjacent to the hoarding.

The proposals have been reviewed by Southern to ensure that dispatch and CCTV coverage are not adversely impacted by the proposals.

10. Impacts of the alternative actions:

The severity of the proposal is low. The site compound will be set up within the area bounded by existing columns.

Please refer to the following:

- 103157-NR-SK-DJEA-002 Portal TNC SK1.pdf
- 15-10-12 TNC Sketch SK 2-Platform 5 and 6 Escalator Details Sheet 1
- 103157-NR-SK-DJEA-002 Portal TNC SK3.pdf

The proposals have been reviewed by the contractor and station operator and the risk to passengers from the narrow platform has been assessed as low.

11. What other options have been considered?

Due to the physical constraints of the platform, a small site compound is the only practicable manner to install the substructure.

12. Consultation with affected parties

Southern, First Capital Connect, Network Rail.

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:

- Southern's letter of support dated 15/10/2012
- First Capital Connect's support email dated 16/11/2012
- Sketch No. 103157-NR-SK-DJEA-002 Portal TNC SK2: Platform 5 and 6, Escalator pit details
- Sketch No. 103157-NR-SK-DJEA-002 Portal TNC SK2: Platform 5 and 6 – Bridge column replacement, Steelwork details
- Sketch No. 103157-NR-SK-DJEA-002 Portal TNC SK1: Photographs of platform 5 and 6.

14. Method of elimination:

Upon completion of the escalator installation the hoarding will be removed and the temporary non-compliance will end.

15. Start and end date:

From 19/11/2012 to 29/04/2013

16. Signature of applicant:

Head of Civil Engineering

Date of application:

24/10/2012

17. Status in respect of National Technical Rules:

GI/RT7016 Issue 4 is currently on the list of National Technical Rules under the:

- Infrastructure (published) Conventional Rail TSI,
- Persons with Reduced Mobility (PRM) for both Conventional and High Speed Rail TSIs.

18. Status in respect of National Safety Rules:

GI/RT7016 Issue 4 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:**

Infrastructure

Date of meeting

N/A

Minute reference:

Agreed by the Principal Engineer, Infrastructure and Research outside of Standards Committee, to be noted at the next Standards Committee meeting.

Authorised by:

Signed by Cliff Cork on 19/11/2012

Date of Authorisation:

19/11/2012

Cliff Cork

Head of Delivery, Infrastructure and Rolling Stock