



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: **12/200/DGN**

2. Details of applicant:

Programme & Project Delivery Manager - Brighton Station Redevelopment, Southern Railway, Go-Ahead House, 26-28 Addiscombe Road, Croydon, CR9 5GA.

3. Your reference number:

N/A

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Brighton Station – Overrun risk zone.

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):

6.3.1.1

6c. RGS clause requirements:

“6.3.1 Location of permanent new structures in relation to terminal tracks

6.3.1.1 Permanent new structures, including buildings and columns supporting canopies shall not be located within a zone extending 20 m behind the face of the buffer stop and 5 m either side of the projected centre line of the track approaching the buffer stop. This is referred to in sub-sections 6.3.2 and 6.3.3 as the ‘overrun risk zone’.”

7. Scope of deviation:

As shown on drawing 5374/CC/02/01 Rev ORR.

Excess Fare and Information Booth: Side in Area C “Low” risk zone

Retail Unit 12: Side in Area C “Low” risk zone.

8. Impacts of complying with the current RGS requirement:

Excess Fare and Information Booth would be limited in size and configuration and could not provide all welfare and security requirements for staff working in the booth, preventing Gateline reconfiguration proceeding. Passenger facilities worsen and business case for project fails due to removal of Retail Unit 12.

9. Proposed alternative actions:

The existing layout incorporates a number of buildings in "High" and "Medium" risk zones. Following comprehensive reviews with stakeholders, and feedback from the Infrastructure Standards Committee on 14/11/2012, the compromised layout as proposed eliminates any buildings in both the "High" and "Medium" risk zones. Two small areas of the proposed buildings remain within the "Low" risk zone, as agreed in principle at the Infrastructure Standards Committee on 14/11/2012. Compared to the existing configuration, this compromise significantly reduces the areas of buildings within the overrun risk zone, as demonstrated by the reduction in risk weighting factor. The derogation is to allow this reduction in risk, whilst acknowledging that the risk is not reduced to zero.

10. Impacts of the alternative actions:

The existing layout is shown on drawing 5374/SK/57. The risk weighting factor (calculated using the methodology in Appendix A of GI/GN7616 Guidance on Station Platform Geometry Issue 1, December 2010) is 27.87.

The proposed layout is shown on drawing 5374/CC/02/01 Rev ORR. The risk weighting factor (calculated using the methodology in Appendix A of GI/GN7616 Guidance on Station Platform Geometry Issue 1, December 2010) is 25.54.

In addition, a road-by-road analysis of risk has also been carried out. Roads 3 and 6 are unaffected by the proposals. All possible risks to Roads 4 and 5 (i.e. not including the supporting columns for the roof) have been eliminated by the proposals. Roads 2 and 7 have a marginal increase in risk where the building encroach on the "Low" risk zone.

11. What other options have been considered?

The proposed plan layouts represent a significant improvement over the current situation.

A number of space planning layouts were considered because of the spatial constraints on the site. The vehicle access to the area between Platforms 7 and 8 needs to be maintained along the existing kerb, and the layout of the proposed new information booth on the eastern side is as compact as it can be. A small incursion into the overrun zone is the result. Similarly, the booth needs to straddle the 'paid' line as it also functions as an excess fare point.

In response to feedback from the Infrastructure Standards Committee on 14/11/2012, the configuration of the Excess Fare and Information booth has been revised to avoid any incursion into the "Medium" risk zone.

12. Consultation with affected parties

The design has been developed in close consultation with the TOC station management team, and the key personnel staffing this element.

Feedback from the Infrastructure Standards Committee on 14/11/2012 has also been incorporated into the revised proposals.

13. Additional actions/observations:

The design is a significant improvement on the current situation, with improved visibility and movement, as the attached drawings clearly show. Where it has been possible to reduce risk within the constraints of the existing building, this has been achieved as required by the Infrastructure Standards Committee on 14/11/2012.

Attachments:

- Southern's letter of support dated 07/12/2012
- First Capital Connect's support email dated 12/12/2012
- Network Rail's support email dated 17/12/2012
- Sketch Ref. 5374/CC/02/01 Revision ORR: Automatic Ticket Gating, Proposal – Brighton Station redevelopment
- Sketch Ref. 5374/MP/00/04 Revision L1: Block Plan, Brighton Station redevelopment
- Sketch Ref. 5374/SK/56 Rev A: Sketch showing overrun risk zones, Brighton Station redevelopment
- Sketch Ref. 5374/SK/57: Concourse area & gateline, Brighton Station; GA – Showing train overrun zone as existing
- Overrun zone risk assessment: Guidance on Station Platform Geometry (existing, overall and road by road)
- Overrun zone risk assessment: Guidance on Station Platform Geometry (proposed, overall and road by road)
- Overrun zone risk assessment (Overrun risk weighting factors).

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Programme & Project Delivery Manager -
Brighton Station Redevelopment

Date of application:

22/11/2012

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

Infrastructure

Date of meeting

14/11/2012

Minute reference:

12/INS/11/215

Authorised by:

Signed by Cliff Cork on 11/01/2013

Date of Authorisation:

11/01/2013

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock