



## 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: **12/219/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. 11827

### 4. Status of applicant:

Infrastructure Manager, RSSB Member

### 5. Title of certificate:

Gatwick Station Platforms 5 & 6 – temporary fire escape staircase.

### 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):

6.2.1 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 London End Platforms 5 and 6
- Equipment: Buildings and Structures on Platforms.

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

Gatwick Station concourse is to be reconfigured to provide improved vertical circulation to platforms 5 and 6.

The construction site is between the assembly point and the existing platforms. The temporary footbridge will "bridge" the proposed platform 7 tracks.

A designated "safe" route will be provided across the construction site. This will be fenced and provided with a stable walking surface.

The footbridge will be erected in possession. It becomes necessary when the existing fire escape is removed.

The Evacuation calculations are included in the project Fire Strategy. Evacuation times are less than those specified in the "Managed Stations Guide".

## 9. Proposed alternative actions:

Please refer to sketch 103157-NR-SK-DJEA-002 Fire Escape TNC SK1.pdf:

- Permanent Situation Layout in Green Border:  
When the Gatwick Project is completed, the permanent route to assembly point shall be from platform gates as shown.
- Present Situation Layout in Red Border
- Construction Phase Layout in Amber Border.

This temporary non-compliance is required during the construction phase and is shown as the route in the layout in the Amber border.

The temporary emergency fire escape staircase C shape will be used and is shown on the attached sketch SK4. The minimum clearance remains as 2 m. The length of platform affected is approximately 14.5 metres and shown on the attached sketch SK4.

Control of Risk during the Period of Non Compliance / Alternative Measures - the following measures will be in place to control the risk:

- Existing platform furniture to be relocated to create space and leave a clear route to the base of the staircase.
- The clearance from the structure to the platform edge will be a minimum of 2 metres.
- Any fittings that have the potential to "snag" persons or clothing will be wrapped.
- The platform adjacent to the staircase will be kept clear.
- The area at the London end of the platform shall be actively managed to prevent any storage of combustible material.
- Lighting and PA will be relocated to off the existing post onto the staircase structure.
- The base of the staircase will be secured gate (for revenue protection); this will be linked into Janus system in order to release automatically on fire alarm activation.
- The area under the staircase will be enclosed with 2.0 m minimum height hoarding and Herras fencing to be secure and prevent persons entering these areas. The hoarding will be regularly inspected, cleaned and maintained in good condition, and checked upon completion of all shifts prior to leaving site.
- A secure managed route will be provided across the construction site. This route shall be maintained at all times, including when the site is closed.
- Other SN stations to be advised not to place wheelchair bound passengers in section of the train that will stop adjacent to the staircase.
- Manual announcements being made regularly to instruct passengers to move along the platform and keep hatched area clear.
- Signage to be placed on hoardings at eye level instructing passengers to move along the platform.
- The contractor will maintain the route from the inside face of the Janus controlled gates to the site boundary.
- Yellow painted hatching on the platform edge coper stones will be provided for the length of the restriction.
- Signage to be placed on the external face of the hoarding at eye level with the wording "Do not wait in the hatched area - Move along the platform" (by Network Rail).

- Manual announcements will be made to instruct passengers to move along the platform and keep hatched areas clear (by Southern).
- Station platform staff to instruct passengers to keep the hatched area clear as they await the arrival of trains on the platform.

Passengers with restricted mobility who are boarding trains at Gatwick Airport will be assisted by a member of the platform staff and shall board at a point that is easier to access.

#### **10. Impacts of the alternative actions:**

The severity of the proposal is low / medium. The footbridge shall be sited in the London end of platforms 5 and 6.

Please Refer to the Following

1. 103157-NR-SK-DJEA-002 Fire Escape TNC SK1
2. 103157-NR-SK-DJEA-002 Platform Plan TNC SK2
3. 103157-NR-SK-DJEA-002-TNC SK3 Proposed Scaffold Non Preferred Arrangement.

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

#### **11. What other options have been considered?**

To allow for the Gatwick Station concourse remodelling a temporary fire escape staircase and bridge is needed.

#### **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 16/11/2012
- First Capital Connect's email support dated 16/11/2012
- Sketch No. 103157-NR-DJEA-002 Platform Plan TNC SK2: Platform level - existing
- Sketch No. 103157-NR-SK-DJEA-002-TNC SK3: Proposed Scaffold Layout, Escape Stair and Bridge, Gatwick Rail Station
- Sketch No. 103157-NR-SK-DJEA-002 Fire Escape TNC SK1: Temporary Non-Conformance - Fire Escape Footbridge
- Sketch No. SK4 Location Plan Hoarding-Scase: Location Plan Platform 5 – 6, Hoarding location & Temp Emergency Fire Escape Staircase.

#### **14. Method of elimination:**

The existing fire escape staircase will be removed when the concourse is remodelled. A temporary footbridge is required as a substitute for this fire escape in order to provide a route for passengers to the designated assembly point.

#### **15. Start and end date:**

From 24/11/2012 to 23/11/2013

#### **16. Signature of applicant:**

Head of Civil Engineering

#### **Date of application:**

19/11/2012

**17. 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 23/11/2012

**Date of Authorisation:**

23/11/2012

Cliff Cork

Head of Delivery, Infrastructure and Rolling Stock