



Certificate of Derogation from a Railway Group Standard

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Deviation Number: **12/224/DGN**

Derogation

2. Details of applicant:

Network Rail, The Quadrant: MK, Furzton, Floor 3, Desk 054, Elder Gate, Milton Keynes, MK9 1EN

3. Your reference number:

Tracker No. 11086

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Southall Platform 1, Down Main line – reduced platform width.

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):

6.5, 7.2 and 7.4

6c. RGS clause requirements:

“6.5 Location of isolated columns supporting lighting, signs and other equipment

6.5.1 Isolated columns supporting lighting, signs and other equipment shall be positioned to avoid creating obstructions to the free flow of station users.

6.5.2 Isolated columns for new lighting, signs and other equipment or alterations to such items 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.

6.5.3 Where particular site constraints prevent this, isolated columns for new lighting, signs or other equipment or alterations to such items shall be located not less than 2000 mm from the platform edge.”

“7.2 New single face platforms

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

- 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”.

“7.4 Lengthening of existing platforms

7.4.1 When existing platforms are lengthened, the width of the new part of the platform shall comply with the requirements for new platforms set out in sections 7.1 to 7.3.”

7. Scope of deviation:

Great Western Main Line (MLN1) Southall Platform 1, Down Main line.

8. Impacts of complying with the current RGS requirement:

At Southall station, Platforms 1 and 2 serve the Main lines (linespeed 125 mph) while Platforms 3 and 4 serve the Reliefs (linespeed 80 mph Down Relief, 85 mph Up Relief). Platform 1 is on the north face of an island platform of solid infill construction with brick riser walls; Platform 1's wall is corbelled for the final 10 m of the London end of the Platform. The northern face is currently operational and serves the Down Main line. The southern face is no longer operational and is adjacent to the Southall Down Yard lines (linespeed 15 mph); there is no physical barrier to this platform face.

The proposed Crossrail service will operate a 205 m-long ten-car service using Platforms 3 and 4 during normal operations (the Relief Lines) and Platforms 1 and 2 during perturbed situations when the Relief Lines are out of use. As part of the proposed works at Southall, it is planned to extend Platform 1 by 59.175 m; this extension will be single face only (as shown in Drawing No WSN1B-ECV-DRG-AEA-000201 A02).

Since Platform 1 serves the Down Main line (linespeed 125 mph), the requirement for platform extensions is a width of 3000 mm, with any lighting columns being the same distance away from the platform face. Due to the track alignment, there is insufficient space to achieve compliance at the London end while maintaining clearance to the rear of the platform. Initial work undertaken indicates that the design of the platform will narrow to 2682 mm, with a length of some 4682 mm being under the 3000 mm compliance width. As the design progresses, the project will seek to improve these dimensions ensuring that the non-compliant extension is not longer than 5 m.

9. Proposed alternative actions:

The lighting column within this reduced zone is less than the 3000 mm required by clause 6.5.2; however, clause 6.5.3 states that an isolated column can be placed no less than 2000 mm from platform edge if required. Therefore, compliance relating to the lighting column is maintained.

As the narrow portion of platform is at the opposite end of the Platform from the station building and access stairs, pedestrian flow analysis has highlighted no issues with a sub-3 m wide platform in this location.

10. Impacts of the alternative actions:

No action plan is being put in place since the alternatives are deemed as impracticable. There is no impact on existing services.

Low.

Platform 1 will not be used by a stopping Crossrail service unless the relief lines are out of service. As such, it is unlikely that trains will be using Platform 1 during peak hours.

11. What other options have been considered?

Platform 1 cannot be extended to the Country end due to location of the South Road bridge; as such, this is not deemed as a practicable solution.

The Down Main line cannot be slewed North as there is insufficient space between the Down Main and Up Main; any slew would require the Up Main to be slewed and the face of Platform 2 to be cut-back. As such, this is not deemed as a practicable solution.

The Southall Down Yard lines would need to be slewed more than currently proposed; this would require remodelling of the Down Yard and renewal of the Southall East ladder. As such, this is not deemed as a practicable solution.

12. Consultation with affected parties

Train Operating Company (TOC) First Great Western, and future TOC Crossrail.

Safety Justification to be developed and agreed with FGW (as current Station Facility Owner).

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:

- First Great Western's letter of support dated 09/10/2012
- Network Rail's drawing Ref. WSN1B-ECV-DRG-AEA-000200, Revision A03, of 05/10/2012: Southall Station, Site layout
- Network Rail's drawing Ref. WSN1B-ECV-DRG-AEA-000201, Revision A03, of 05/10/2012: Southall Station, Platform 1, existing GA – Civils (sheets 1 and 4 of 4).

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Head of Civil Engineering

Date of application:

11/12/2012

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

Infrastructure

Date of meeting

08-09/01/2013

Minute reference:

13/INS/01/029

Authorised by:**Date of Authorisation:**

31/01/2013

Cliff Cork

Head of Delivery, Infrastructure and Rolling Stock