



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: **13/026/DGN**

2. Details of applicant:

Project Delivery Manager – Lewes Station Gateline Project, 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:

Lewes station, Down Siding – Equipment in 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:

“6.3.1.1 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:

Lewes station.

The deviation applies to the construction of a set of steps and installation of a ticket vending machine within the 20 m overrun from the buffer stops to the down siding at Lewes Station (as shown on drawings: 5437/02/06 and 5437/02/07).

New access steps: Located in Area A “High” risk zone.

New Ticket Vending Machine: Located in Area A “High” risk zone.

The Down Siding can only be accessed by use of a Ground Frame and there are very few movements that will be approaching the buffer stops during normal operating hours.

8. Impacts of complying with the current RGS requirement:

The position of the gate line is dictated by its position in relation to the existing over bridge stairs (a minimum run off of six metres is required from the bottom of the stairs to avoid queuing up them) and also the need for visibility for platform staff to dispatch trains. The position of the existing ramp and steps from the platform would mean passengers exiting the gates would have to make a 90 degree turn to exit the station which would cause congestion on both the ramp and platform and also obscure the view for train dispatch.

9. Proposed alternative actions:

In order to clear the platform quickly and efficiently, it is proposed to construct an additional set of steps directly to the front of the new gateline alongside the existing ramp and in the place of the existing cycle storage. A set of manual gates will be provided adjacent to the existing steps to be used during special events and Brighton and Hove Albion football matches, to accommodate increased passenger numbers.

10. Impacts of the alternative actions:

The existing layout is shown on drawing 5437/02/06. The risk weighting factor (calculated using the methodology in Appendix A of GI/GN7616 – Guidance on Station Platform Geometry Issue One December 2010) is 81.28.

The proposed layout is shown on drawing 5437/02/07. The risk weighting factor (calculated using the methodology in Appendix A of GI/GN7616 – Guidance on Station Platform Geometry Issue One December 2010) is 81.28.

The analysis shows that the risk within the buffer stop overrun remains the same and is unaffected by the proposals.

11. What other options have been considered?

A number of space planning layouts were considered because of the spatial constraints on the site.

- Option 1 – Reorientation of the Gateline Parallel to the Existing Overbridge:
This option would utilise the existing stairs and ramp however this was considered and discounted as passenger congestion in front of the gateline made train dispatch difficult.
- Option 2 – Reorientation of the Gateline Parallel to the Platform Edge:
This option would utilise the existing stairs and ramp; however this was considered and discounted as passenger congestion in front of the gateline made train dispatch difficult and a barrier would need to be provided on the paid side of the gateline to prevent passengers 'diving for trains' through the gates.
- Option 3 – Reorientation of the Existing Ramp and Steps:
This option was considered and discounted as the new steps would still be inside the Overrun 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.

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:

- Email correspondence between Network Rail and Southern
- TP's drawing No. 5437(02)06 of 18/09/2012: Buffer Stop Over Run – Plan as Existing
- TP's drawing No. 5437(02)07 of 18/09/2012: Buffer Stop Over Run – Plan as Proposed
- Lewes Gateline Project: Overrun Risk Weighting Factors
- Overrun Risk Assessment: Guidance on Station Platform Geometry (Existing Condition).

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Project Delivery Manager – Lewes Station Gating
Project

Date of application:

15/02/2013

17. Lead Standards Committee details:

Name of Committee:

Infrastructure

Date of meeting

06/03/2013

Minute reference:

13/INS/03/073

Authorised by:

Signed by Cliff Cork on 12/03/2013

Date of Authorisation:

12/03/2013

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock