



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: **13/034/DGN**

2. Details of applicant:

Network Rail (Western Thames Valley),
Furzton, Floor 3, Desk 054, Elder Gate, Milton Keynes, MK9 1EN

The Quadrant: MK,

3. Your reference number:

Tracker No. 11130

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Thatcham LC: Deficient position of signal T2855 relative to crossing.

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

RGS Number:	Issue No:	Issue Date:	Title:
GK/RT0192	Two	December 2012	Level Crossing Interface Requirements

6b. RGS clause(s):

2.1.1.3 a)

6c. RGS clause requirements:

“2.1.1.3 Stop signals and ETCS block markers shall be positioned at least 50 m from the level crossing, except where either:

- a) The level crossing is immediately beyond a station platform, in which case the stop signal or ETCS block marker associated with the platform shall be positioned at least 25 m from the level crossing, or
- b) The signalling system is configured so that movement authorities towards the stop signal or ETCS block marker are only displayed when the level crossing is closed to road traffic.”

7. Scope of deviation:

Thatcham MCB – CCTV, ELR: BHL, Signal T2855, Reading Outer Relock & Immunise (RORI) Project.

8. Impacts of complying with the current RGS requirement:

The RORI project is remitted to relock and recontrol the signalling through this location, and renew the train detection equipment. The existing LC protecting signal T2855 is in a non-compliant position 22 m from Thatcham LC. The project remit is in compliance with the Signalling Compliance Approach – Western Mainline Signalling Renewal, Section 3.1 (Signal profiles). Form and layout of the L2855 signal is unaltered, the project therefore does not intend to move the signal to a compliant position.

Compliance would mean moving signal 3 m, and also moving all associated platform equipment such as DOO and car stop markers.

If T2855 is moved, the 3 m required to achieve compliance with current standards for DOO equipment would be required to be followed. This would mean that the stopping point should be ideally 25 m but minimum, subject to risk assessment, 15 m from the signal because of the prominence of the signal 15 m likely be acceptable. This means that trains would stop at least 18 m further back than currently; a six-car turbo (class 166) is 138 m in length and the usable platform length would become less than this and as such platform extension would be required.

Drivers are familiar with the current position of the signal; moving to meet standard requirements would mean layout unfamiliarity and additional route learning.

9. Proposed alternative actions:

Provision of speed measuring treadles (SPAD Prediction).

10. Impacts of the alternative actions:

The project is not affecting level crossing interface between road and rail from that which currently exists. T2855 has been in this non-compliant position for many years with no known SPAD issues. The signal would have been commissioned when 25 yards from the crossing was permitted making this signal less than 1 yard deficient.

The risk of a collision on the crossing because of the deficient position of the protecting signal will be mitigated by providing speed measuring treadles. Refer to scheme plan Ref. 11-GW-019/03, version 2.1. This will initiate the crossing sequence in the event of a train approaching T2855 at a speed which is likely to result in a SPAD.

11. What other options have been considered?

Provision of Stowmarket Control was considered, but as train can be held for extended periods in Thatcham platform, it was judged that SPAD prediction treadles would reduce the amount of incidents when the road may be closed for longer than desirable.

12. Consultation with affected parties

TOC consulted at SAT/DA meeting held on 28/06/2012 and agreed to proposed existing application.

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:

- Drawing 11-GW-019-03 Ver A, extract
- Signalling Compliance approach – Western Mainline Signalling Renewal, Version 2.0 dated May/June 2012 (CCMS Ref. 10455124).

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Head of Signal Engineering

Date of application:

26/02/2013

17. Lead Standards Committee details:

Name of Committee:	Date of meeting	Minute reference:
Control Command and Signalling	21/03/2013	13/CCS/03/058

Authorised by:	Date of Authorisation:
Signed by Tom Lee on 11/04/2013	11/04/2013

Tom Lee
Head of New Systems
Head of Delivery, Control Command & Signalling, and Energy