



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: **13/056/DGN**

2. Details of applicant:

, Senior Projects Engineer, Merseyrail Electrics 2002 Ltd, 8th Floor, Rail House, Lord Nelson Street, Liverpool, L1 1JF

3. Your reference number:

MRE: BN/001

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Birkenhead North Station DDA Footbridge – Island Platform lateral clearances and stair widths.

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, 6.2.2 b) and 6.2.3.

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

6.2.3 Particular requirements for the location of platform furniture and isolated columns supporting lighting, signs and driver only operation (DOO) equipment are set out in sections 6.4, 6.5 and 6.6.”

7. Scope of deviation:

As part of the Department for Transport (Dft) National programme for step-free disabled passenger Disability Discrimination Act (DDA) Compliance, the “Access for All” initiative, the project remit is to replace the existing station footbridge, Structure Number CWK2/8, at Birkenhead North Station, which provides the only access to the island platform 1&2.

The proposed new replacement footbridge will incorporate step-free access to the platforms via DDA compliant lifts, and also provide access to a newly constructed car park adjacent to the station. Working in partnership with DfT, Network Rail, and Merseytravel PTE, the local devolved concession organisation, it has been mutually agreed that this project is to be designed and delivered by Merseyrail as a TOC delivered enhancement scheme.

Due to the very limited width of the existing island platform, and the constrained railway land footprint available at this location, there is insufficient space to meet the dimensional requirements of

- (a) GI/RT7016 regarding usable platform width,
- (b) the DfT Code of Practice (CoP) regarding the width of the stair access to the platform,
- (c) NR/SP/ELP/27228 regarding the dimensions of the lift car.

In respect of GI/RT7016, the new bridge will result in a useable platform width of 2300 mm being provided over a 6 m length of Platform 2, the Up Main "West Kirby" Platform, on the existing island platform alongside the proposed new footbridge. A useable platform width of 1800 mm will be provided over a 3.1 m length of platform alongside the lift tower at the extreme east end of the same platform. The length of Platform 1, the "Passenger Loop", is to be designated non-public within the footprint of the new footbridge structure. This arrangement will deliver a disabled access solution that will not be more onerous in lateral clearances than that provided by existing conditions, and which will not affect the present train operating platform lengths available for public passenger train services: being six-car trains on Platform 2 and three-car trains on Platform 1.

8. Impacts of complying with the current RGS requirement:

To ensure compliance major reconstruction and remodelling of the station and related track, signalling, telecoms, and third rail traction power railway infrastructure would need to be undertaken requiring an investment of at least c£8m- £10m over and above the level of funding available for the core remitted footbridge replacement and enhancement scheme.

9. Proposed alternative actions:

A useable platform width of 2300 mm will be provided over a 6 m length of platform 2, the Up Main "West Kirby" Platform, on the existing island platform alongside the proposed new footbridge. A useable platform width of 1800 mm will be provided over a 3.1 m length of platform alongside the lift tower at the extreme east end of the same platform. Appropriate directional and safety signage will be provided for customers, in conjunction with tactile platform paving and other measures compliant with the DfT: Code of Practise Accessible Train Station design for Disabled People: A Code of Practise Version 03 – November 2011. The length of Platform 1, the "Passenger Loop", is to be designated non-public within the length of the new footbridge structure and be suitably fenced off to prevent public access along its operational edge within the new footbridge area.

10. Impacts of the alternative actions:

- a) The proposed footbridge stair width, and width of the existing platform alongside the new footbridge, will not be reduced relative to the existing dimensions, and existing signal sighting not adversely affected in relation to present conditions.
- b) Line speeds adjacent to the platform are relatively low (Platform 1 – 15 mph, Platform 2 – 60 mph, increasing from 35 mph just before the station) and there is no regular booked freight traffic over this route (freight speed limits are 15 and 20 mph respectively). See attached extract from Network Rail Sectional Appendix within the Approval in Principle Form 001 design submission document, produced to Network Rail Form 001 template, referenced as Doc Ref: NG8106/BIR Form 1 Date: February 2013, appended to this application.
- c) The area of reduced platform width alongside the footbridge stair will only be used for access to the front car of trains, and for access to and from the proposed lift.
Note: it may be possible to place a three-car stop sign west of the new footbridge, so the areas of reduced platform width will only be used by the extreme end doors and service door of a discrete number of daily peak hours six-car train services; however, this measure is not presently considered necessary from local operating staff knowledge and experience of normal daily station usage, current footfall, and requirements of perturbed running conditions.
- d) The area of reduced platform width alongside the lift tower is at the extreme end of the platform. It is beyond the platform area used by passengers, although it will be adjacent to the driver's service door.
Note: at detailed design stage, attempts will be made to increase this dimension to the maximum feasible, although it is acknowledged that full compliance with RGS will not be achievable.

- e) The remaining parts of the footbridge will be compliant with current standards, and will improve the accessibility and pedestrian capacity of the station. In particular, the footbridge deck, ramps, and other staircases will have a clear width of 2000 mm.
- f) The DfT publication 'Accessible Train Station Design for Disabled People: A Code of Practice' recommends a minimum lift car size of 1100 mm x 1500 mm with 800 mm wide door opening. The proposed design exceeds these dimensions, so will provide improved space for a wheelchair user with helper, and will also accommodate a medical stretcher in an emergency.

The strategy described above is devised to facilitate a pragmatic scheme that can be delivered and commissioned on site by the end of the present Regulatory Control Period, CP4, being 31/03/2014 within available funding sources that can be allocated from the DfT Access for All programme.

11. What other options have been considered?

Consideration has been given towards the provision of a fully compliant width of island platform to enable the required standard platform widths. However, due to the restricted nature of the railway land footprint at this station, this would entail significant track and signalling remodelling, including an element of rationalisation, together with significant platform reconstruction work that would be operationally detrimental and extremely disruptive to the railway and its customers in relation to the aspiration to provide a solution that pragmatically delivers step-free access for customers between platforms and the new adjacent car park. All of these elements make such a solution route undesirable to the client organisations, and not attainable within existing available implementation budgets.

12. Consultation with affected parties

Network Rail (Asset Steward and Landlord), Network Rail (Access for All Programme Sponsor), DfT (Access for All programme team), Merseytravel PTE (TOC Concession Client and lead design funder), Merseyrail (Train Operating and Station Management Teams) have all been consulted and all parties are fully supportive of the need for the new bridge and the pragmatic solution developed to fit within the confined footprint available. The provision of a new bridge on the existing available footprint, as opposed to retro-fitting lifts to the existing bridge and retro-fitting an additional modern side link span to the car park, was a specific requirement of the Network Rail LNW Route Buildings Engineer Asset Steward.

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.

The proposed scheme is fully described and illustrated by scheme drawings within an outline design Approval in Principle proposal document, produced to Network Rail Form 001 template, referenced as Doc Ref: NG8106/BIR Form 1 Date: February 2013, a copy of which is appended to this application.

The proposed works will also require derogations to the following non RGS codes and standards:

- DfT: Code of Practice Accessible Train Station design for Disabled People: A Code of Practice, Version 03 November 2011: F1 Clauses 2 and 8 regarding the width of the island platform staircase access to the platform. A clear width of 1400 mm is to be provided between handrails (minimum 1600 mm required in the DfT CoP); this is no less than the existing stair width provided by the present non-DfT CoP compliant footbridge.
- Network Rail Standard NR/SP/ELP/27228: Specification for New and Upgraded Lifts, regarding the dimensions of the lift car. Lift dimensions of 1100 mm wide x 2100 mm long, with 900 mm wide x 2000 mm high door opening are proposed to pragmatically fit the confines of the site. NR/SP/ELP/27228 requires 1600 mm x 1600 mm lift car size with 1100 mm wide x 2100 mm high door opening.

Deviation certificate 13/055/TNC covers the temporary non-compliant platform widths associated with the temporary footbridge and hoardings.

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

, Senior Projects Engineer

Date of application:

04/04/2013

17. Lead Standards Committee details:

Name of Committee:

Infrastructure

Date of meeting

08/05/2013

Minute reference:

13/INS/05/109

Authorised by:

Date of Authorisation:

10/06/2013

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock