



Deviation from a Railway Group Standard

(In accordance with the Railway Group Standards Code, Issue Four, part 7)

Deviation Number: **13/077/DEV**

1. Start and End Date:

N/A

2. Details of applicant:

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

, The Quadrant: MK, Furzton,

3. Your reference number:

Tracker No. 13168

4. Status of applicant:

Infrastructure Manager, RSSB Member

5. Title of certificate:

Cookham Station, Platform 1 (Marlow direction) – Driver Only Operation (DOO) Mirror headroom.

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):

8.1 b)

6c. RGS clause requirements:

“8.1 The minimum headroom to new station roofs and platform canopies or alterations to station roofs and platform canopies, suspended equipment, signs and lighting shall be 2500 mm for the following distances from 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:

Project Ref. 118833 – Mirrors Scheme to renew the existing DOO mirrors at 34 Stations in the Thames Valley Area.

This issue is at Cookham Station, Platform 1 (Marlow direction).

8. Duration of the deviation:

Permanent.

9. Method of elimination:

N/A

10. Impacts of complying with the current RGS requirement:

Cookham Station - The existing mirror on Platform 1: it was identified during the survey that the mirror height from the underside of the mirror housing to platform level is 2200 mm which was below the minimum requirement of 2500 mm as stated in GI/RT7016 Section 8.1. The mirror is 1250 mm from the platform edge, thus erecting a barrier to the edge of the mirror would block the access to the waiting room and station exit.

11. Proposed alternative provisions:

The new mirror has been installed to the same specification, and provides more headroom than the old mirror.

12. Impacts of the alternative provisions:

No action has been taken as the existing mirror had been in situ for at least 10 years with no known problems, and the new mirror is an improvement in height.

13. What other options have been considered?

It has been confirmed that a new mirror cannot be raised to achieve the minimum height clearance whilst maintaining a compliant image; the new height is 2410 mm, which is an improvement on the old mirror.

14. Consultation with affected parties

First Great Western Train Operating Company Train Operating Company (TOC) is happy to have the new mirror installed as per the existing mirror.

15. 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 support to Project 118833 DOO Mirrors
- Photograph of Cockham Platform 1 (Marlow direction, Car Stop S).

16. Signature of applicant:

, Head of Civil Engineering

Date of application:

06/06/2013

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

Infrastructure

Date of meeting

10/07/2013

Minute reference:

13/INS/07/148

Authorised by:

Signed by Cliff Cork on 01/08/2013

Date of Authorisation:

01/08/2013

Cliff Cork

Head of Delivery, Infrastructure and Rolling Stock